[TFR 38-1]

INCIDENTS ASSOCIATED WITH THE LOSS, DAMAGE OR FORCED LANDINGS OF AMERICAN AIRCRAFT OVER THE TERRITORY OF THE FORMER USSR

1. Baltic Sea, 8 Apr 1950, a PB4Y2, crew of 10, one rescued by the Americans, fate of the remainder is unknown.

There are reports from four fliers who participated in the interception which confirm that the American aircraft fired first. After fire was returned, it steeply descended and disappeared into the clouds. In addition, there is a report to Stalin about the search from 22 April to 14 June 1950 of the area where the aircraft fell. There were 160 divers who completed 754 dives and found nothing of the aircraft other than a rubber piece from a fuel tank.

2. Pacific Ocean, 26 Dec 1950, a B-29, fate of the crew is unknown.

There is no information other than a report on a pair of Soviet MiG-15s firing on this aircraft. As a result, the American aircraft's wing caught fire and the aircraft went into a steep descent.

3. Cape Ostrovnoj, Kamchatka, 6 Nov 1951, a "Neptune", fate of the crew is unknown.

It is known that the aircraft was shot down by a pair of LA- 11s 7-8 miles from shore. The Soviet aircraft returned fire. The aircraft crashed into the water and exploded at 1018 hrs, 18 miles from shore.

4. Valentin Bay, Sea of Japan, 13 Jun 1952, a B-29, fate of the 12 crew members is unknown.

There is only information from the KGB about the shoot down of an American aircraft at 1735 hrs south of Valentin Bay and information that aircraft wreckage and crew members were not discovered.

5. Yurij Island, Kurils, a B-29, 7 Oct 1952, body of one crew member was picked up (where was it taken?). The fate of the rest of the crew is unknown.

There is information about a shoot down of an American aircraft at 1530 hrs Khabarovsk time. The aircraft crashed into Soviet territorial waters, 3 kms southeast of Yurij Island. A headless body (supposedly BUMKKHEN [DUNHAM] John Robertson) and some aircraft wreckage was retreived at the crash site. The remaining crew members were not discovered.

6. Askol'd Island (Vladivostok), 29 Jul 1953, a B-50, fate of the 13 crew members is unknown.

Other than draft demarches and correspondence with the MID, there are no documents. It is evident from this correspondence

[TFR 38-1a]

that our fighters shot down the aircraft inside territorial waters.

7. Southern Kurils, 7 Nov 1954, a B-29, 9 crew members bailed out and were saved, but their subsequent fate is unknown. [TFR 38-2]

-2-

There is information about the pilots that shot down this aircraft over Tanfil'ev Island, as well as American information on the rescue of 9 of the 12 crew members and acknowledgment that the aircraft fired on Soviet fighters.

8. Kuril Islands, 18 Apr 1955, a B-47.

There is extensive correspondence of the MO, MID, and TsK KPSS from which it follows that the aircraft was shot down by Soviet fighters at 1127 hrs and crashed within Soviet territorial waters, 13 kms west of the town of Nikol'skoe (Bering Island). Molotov and Zhukov proposed that this fact be hidden from the Americans.

9. Agdam area, Armenia, 27 Jun 58, a "Douglas-118". Forced to land, 5 crew members bailed out and four landed in the burning aircraft; all survived.

All last names are given. Turned over to the Americans.

10. Erevan, 8 Sep 1958 - C-130, there were 13 crew members, 5 bodies were discovered, 6 ???[sic] were turned over.

The aircraft was shot down by Soviet fighters and crashed in the area of the village of Verkhnij Talin (35 kms from the border). It follows from these documents that 5 bodies were discovered at the crash site, but the MID demarche mentions 6 bodies. There is no further information.

11. Barents Sea, 1 Jul 1960, an RB-47, fate of 3 crew members is unknown, two were picked up alive and one dead. They were turned over to the Americans.

The aircraft was shot down within Soviet territorial waters. [TFR 38-3]

[entire page handwritten]

Top Secret

Senior Pilot v/ch 40585 to the Commander v/ch 19011
Guards Lieutenant Tezyaev 11
Ivan Ivanovich
8 Apr 50

Report

As I was the wingman of the first pair of the duty flight, I received the command to take off.

I took off with the flight at 1724 hrs. We climbed to an altitude of 4000 meters and headed north.

Contact with the violator was made at [1736?] hrs at the coastline. It was a four-engine aircraft with American markings at an altitude of 3700 meters. On the leader's command, I took a position directly on the violator's tail.

The leader was on the right of the violator and fired a warning burst. After the violator opened fire on my leader, I fired a 15 shell burst at the violator. He sharply descended with course of 270 degrees and disappeared into the clouds, which were at an altitude of 500 meters over the sea and reached as far as the coastline. Presumably, the violator crashed into the sea 5-10 kilometers from the coastline of the western point of [Tsenkon'?].

Guards Senior Pilot Lieutenant [signature]

[TFR 38-4]

[entire page handwritten]

Top Secret
Flight Commander
v/ch 40585 Guards
Senior Lieutenant
Gerasimov
Anatolij Stepanovich
8 Apr 50

To the Commander,
v/ch 19011 [1 word illeg.]
10

Report

As I was in the duty flight in readiness condition 1 and received the command to take off, I took off at 1724 hrs. After I received the command from group leader Guards Senior Lieutenant Dokin to gain altitude, my wingman, Lieutenant Sataev, and I climbed to 4200 meters and took a position to the left of and 200 meters higher than the lead pair.

At 1739 hrs, we made contact with a four-engine aircraft with American markings at the coastline south of Liepaja. The American aircraft was at an altitude of 3700 meters on a course of 135 degrees. We received the command from group leader Senior Lieutenant Dokin to force the violator to land. My wingman, Lieutenant Sataev, and I went to the right of the violator at the same altitude as the violator and I rocked my wings. I pulled ahead and started to make a left turn, that is, I gave the command to follow me. The violator did not respond to this; on the contrary, he began to sharply turn towards the sea and to take a course of 270 degrees. At that time, group leader Senior Lieutenant Dokin fired a warning burst parallel to the violator. In response, the violator opened fire on group leader Senior Lieutenant Dokin, who was flying to the right and behind. On seeing this, Senior Lieutenant Dokin's wingman, Guards Lieutenant Tezyaev, opened fire on the violator. The violator sharply descended and entered the clouds on a course of 270 degrees. Presumably, the violator crashed into the sea 5-10 kilometers from the coastline.

[signature] [TFR 38-5]

[entire page handwritten]

Pilot, v/ch 40585
Sataev, Evgraf
Rofimovich
[cut off] Apr 50

Top Secret
[1 word illeg.] 9
to the Commander
v/ch 19011

Report

As I was in the duty flight in readiness condition 1, I received the command to take off. At 1724 hrs I took off. I received the command from the pair leader to climb to an altitude of 4200 meters. I flew at this altitude with my leader to the left of the lead pair. At 1739 hrs, at the coastline south of Liepaja, we made contact with a four-engine aircraft with American markings at an altitude of 3700 meters. The violator was on a course of 135 degrees. I heard the command from the group leader to force it to land. My leader and I came from the right side, rocked our wings and even flew ahead, and made turns to the left. The violator did not respond to this, and turned to the right and descended on course of 270 degrees.

The group leader was behind. At that time the [1 word illeg.] burst at the group leader. The group leader's wingman opened fire [TFR 38-6]

[entire page handwritten]

at the violator. After this the violator sharply descended with a course of 270 degrees into the clouds. The violator presumably crashed into the sea 5-10 kilometers from the coast.

[signature] (Sataev) [TFR 38-7]

[entire page handwritten]

Top Secret
Flight Commander to the Commander v/ch 19011 [1 word illeg.]
v/ch 40585, Guards 8
Senior Lieutenant
Dokin, Boris
Pavlovich
8 Apr 50

Report

As I was in the duty flight in readiness condition 1, I received the order to take off. After the take-off, I received the command to assume an altitude of 4000 meters at a course of 360 degrees. I flew for 4 minutes on this course. At 1733 hrs, I received the command from the control point to take a course of 340 degrees. At 1737 hrs, I received the command to take a course of 360 degrees. At 1739 hrs, I made contact with a four- engine aircraft with American markings on a course of 135 degrees south of Liepaja, 8 kilometers from the settlement of Tsenkon'. After I sighted the aircraft, my pair approached from behind and to the right, and told the second pair, led by Senior Lieutenant Gerasimov, to force the violator to land. Gerasimov flew ahead and sharply rocking his wings, turned to the left. The violator took a course of 270 degrees toward the sea and did not follow Senior Lieutenant Gerasimov's pair. I then gave a 12 shot warning burst. The violator began firing at me. Seeing this, my wingman, Lieutenant Tezyaev, fired at the violator. The violator steeply descended and entered the clouds at an altitude of 500 meters. Presumably, the aircraft crashed 5-10 kilometers from the shore.

Flight Commander Senior Lieutenant Dokin
[TFR 38-8]

[entire page handwritten]
31
Operations Duty Officer To the Commander
Bespalov 223 GIAvP
April 1950 Guards Lieutenant Colonel Comrade Kovalenko

[stamp "Entry No. 0508
13 Apr 50
3 Guards Fighter Avia-
tion Regiment, VVS, USSR"]

08 Apr 50

I am reporting that while on duty on 13 Apr 50, two R-39 aircraft were launched to intercept a violator under the following circumstances:

At 0558 hrs, I received a report via telephone from OD AVMB, which had in turn received it from Kaliningrad, that a violator was in grid 555178. After I reported this, the AP Chief of Staff made the decision for a pair of R-39s to assume readiness condition 1 with motors off until the command due to this grid being far from our airfield. This was immediately transmitted to the commander of the duty AEh.

At 1625 hrs, since there were no more reports from the VNOS posts, the Commander of the duty AEh was given the order to move the pair of aircraft from readiness condition 1 to readiness condition 2.

At 1707 hrs, I received from the OD 211 FL VNOS the signal "Launch" to quadrant 523548-040-01-1706

and immediately reported this to the AP Chief of Staff. The Chief of Staff ordered the pair of aircraft from the duty AEh to go to readiness condition 1 with engines running, but to taxi on command. At 1712 hrs, the AP Chief of Staff ordered the duty squadron commander to turn off the engines since there was fog on the airfield and take-off was impossible.

At 1720 hrs, the AP Chief of Staff passed on to OD AVMB that the planes could not take-off because there was fog on the airfield.

At 1722 hrs, I passed the same message to OD 211 FL VNOS.

At 1738 hrs, the Regimental Commander arrived at the command post and since the fog had somewhat lifted from the airfield, he decided to launch a pair of planes.

At 1740 hrs, two R-39 planes, Major Didenko in aircraft No. 46 and Major Blokha in aircraft No. 51, took-off.

At 1749 hrs, Colonel Bychkov from Palanga telephoned for the AP Chief of Staff and relayed to him the command to land our pair of planes. The Regimental Commander immediately radioed to both aircraft, Nos. 46 and 51, the command to return to the airfield and land.

At 1812 hrs, aircraft Nos. 46 and 51 landed. According to the crew debrief, nothing was detected during the flight. [TFR 38-8a]

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Operations Duty Officer 223 GIAPb     Enclosures:
                                      1. Extract from the Warning
    Major [signature] Bespalov        System Duty officer logbook
                                                  2. Tracing
of the map-board


[stamp "Central Naval Archives"]


[handwritten "Basis: f. 4144, op. 029251, d. 10, l. 31"]
[TFR 38-9]
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To Comrade STALIN
To Comrade N.A. BULGANIN

I am reporting that the search conducted by the 4th Navy for the American plane which sank on April 8 of this year to the west of Liepaja did not yield positive results.

During the period 22 Apr to 14 Jun of this year, the search employed 45 different vessels, 33 of which were trawlers. There were 160 divers involved in the underwater portion of the search.

The area where the aircraft was assumed to have sunk, a general area of 48.9 square miles (166.4 square kilometers), was patrolled and investigated by trawlers and metal detectors. Divers made 757 descents and searched an area of 1,337,500 square meters.

During the search, the divers found and searched two German transports (displacing 4000-5000 tons) which were sunk during the Great Patriotic War. Additionally, two aviation motors, which were manufactured in 1943 by the German firm "BMW" and which had been lying on the bottom for no less than 5 years, were found and raised.

In spite of the large effort and resources spent on the search for the American plane, no pieces of it were found.

Discovery of the aircraft by additional searches also appears unlikely.

In addition, the diversion of 33 trawlers for a prolonged period from the work of clearing mines from the Baltic Sea puts the 1950 Plan for Mine-sweeping in jeopardy.

Therefore, I consider it expedient to discontinue the search for the American plane in the area of Liepaja and to use the trawlers for mine-sweeping.

Request your approval.

Original

Signed YUMASHEV
14 Jun 50
No. 1275242 True copy: [signature]

HEAD OF THE CHIEF OPERATIONS DIRECTORATE MGSh
VICE-ADMIRAL

[signature] (FOKIN)
14 Jun 50

[seal "Central Naval Archives"]
[handwritten "Basis: F. 14, op. 52, d. 254 l. 123"]
[TFR 38-10]

There were no remarks made in the TsK KPSS.

Copy 24
Secret
Copy No.2

24 Nov 75

17 Nov 75 TsK KPSS

No.2877-A

The declarations of several US propaganda organs regarding the fate of American fliers.

The American propaganda organs have recently published a number of reports on the crew of an American plane shot down over our country in 1950. The crew members are allegedly imprisoned in the Soviet Union. Moreover, these reports makes reference to John NOBLE, an American citizen who maintains that he heard about this from other prisoners when he was imprisoned in the USSR.

Official documents on hand testify that on 8 Apr 50 an American B-29 violated the airspace of the USSR over the Baltic Sea and was driven off by Soviet fighters. The crew observed radio silence while approaching the State border and while in USSR airspace. The subsequent fate of the plane is unknown.

As has been established, none of the crew members the Americans are looking for were prosecuted or held in prisons in the USSR.

The US Embassy in Moscow appealed for an explanation concerning the fate of the crew members. They received the appropriate answers.

On 27 Oct 75, White House Press Secretary NESSEN announced that official US organs repeatedly investigated this matter. He said that in 1974 the State Department came to the conclusion that all possible means to search for the fliers have been exhausted and that there is no evidence that they are located in the USSR. [TFR 38-11]

[handwritten "247"]

2.

He said that there is, therefore, no basis to return to this matter again.

An inquiry on the individual that the US propaganda organs are referring to shows that John NOBLE, born in 1923, was sentenced in 1950 to 15 years in a penal labor camp by a special session of the Ministry for State Security of the USSR in accordance with the directive of the Control Council. He was convicted of having been a joint owner of a business that produced supplies for the German Fascist forces and of having maintained contact after the war with people suspected of espionage against the Soviet forces in Germany. NOBLE was expelled from our country by the decision of the Military Board of the Supreme Court of the USSR.

Original Signed
THE CHAIRMAN OF THE COMMITTEE FOR STATE SECURITY

ANDROPOV [TFR 38-12]
[handwritten "No. 2"]
[handwritten "Entry 00/37
[handwritten "21 Dec 50"] 4 Jan 51"]
Copy
"27" Dec 50 Top Secret
No. 7390/A Copy No. 6
[handwritten "50"]

TO THE COUNCIL OF MINISTERS OF THE USSR
Comrade I.V. STALIN
Comrade V.M. MOLOTOV
Comrade L.P. BERIYA

TO THE CENTRAL COMMITTEE OF THE VKP(b)
Comrade G.M. MALENKOV

I am reporting that, according to a report from the Chief of the Directorate of Border Troops of the MGB on the Pacific Ocean, on 26 Dec at 1400 hrs an unidentified aircraft was detected by PVO Fleet radar approaching from Korea toward the State border of the USSR.

Four "R-63's" from the Pos'et area and two "MiG-15s" from the Vladivostok area were scrambled.

Near the mouth of the Tumen-Ula River the "MiG-15s" spotted an American B-29 approaching from Cape Sosura (Korea). The B-29, as the fliers later reported, closed on our fighters and opened fire.

Return fire from our fighters set the left wing of the B-29 on fire. The plane turned towards the sea and sharply descended. This was also confirmed by information from the PVO Fleet radar station "Dove's Cliff."

Based on our pilot's claims and the conclusions of the HQ, Naval Aviation, the American B-29 aircraft was shot down and crashed into the sea 50 miles south of Cape Sosura.

It is also noteworthy that on the morning of 27 Dec, American B-29's were flying in groups of 2-4 in the

area where the plane went down. Presumably, they were looking for the downed plane.

ABAKUMOV
typed 6 copies
Stalin
Molotov
Beriya
Malenkov
Sec MGB USSR
MGB Directorate of Border Troops
[Originator?] Stakhanov [TFR 38-13]
[handwritten "No. 3"]
[handwritten "10"]
[handwritten "6 Nov 51"]

Top Secret
Copy No. 1

To Comrade I.V. STALIN

As a supplement to my report on the American plane shot down on 6 Nov 51 near Cape Ostrovnoj, I am reporting:

Radio intercepts from our stations have established that the American "Neptune" aircraft No. 5 from the USAF 6th Patrol-Bomber Aviation Squadron took off from Atsugi Airfield at 0626 hrs on 6 November, Vladivostok time. It flew to the northern part of the Sea of Japan for reconnaissance.

Towards the end of the day, the American Air Force Command gave orders to aircraft of the 2nd Group of the 96th Operational Group (aircraft carriers) to conduct a search for "Neptune" No. 5 in the Sea of Japan between the 40th and 44th parallels.

At the same time, ships of the 77th and 95th Operational Groups located near the coast of Korea were informed that "Neptune" aircraft No. 5 was missing.

According to the Americans, the last time that aircraft No. 5 was noticed was at 0840 hrs on 6 Nov, 30 miles to the west of Okusira-Sima Island.

On the night of the sixth, two "Mariner" aircraft and one "Neptune" aircraft flew to the Sea of Japan to search for the American plane.

On 7 Nov, five "Neptunes", five "Mariners", two "B-29s" and two helicopters were noted searching for the downed American plane.

The American planes conducting the search did not come closer than 100 miles (180 kms) to our shores.

Based on this, I conclude that the downed American plane did not manage to report the incident with our fighters.

[signature] N. KUZNETSOV
"7" Nov 51
No. 141136 se.
[handwritten "passed by 132"]
[TFR 38-14]

[handwritten "34"][handwritten "11"]

Workers of the world, unite! TOP SECRET

The All-Union Communist Party (bolsheviks), CENTRAL COMMITTEE

No. P84/312
7 Nov 51 To: Comrades Malenkov, Beriya, Gromyko

Extract from protocol No. 84 of the session of the Politburo TsK VKP(b)

Decision of 7 Nov 51

312. - on the violation of the Soviet border in the Far East by an American bomber.

Confirm the text of the demarche to the US Government (attached).

Deliver the demarche to the temporary US charge d'affaires in Moscow.

SECRETARY TsK

4-ks

[handwritten "Demarche [illeg. word] 30 Nov 51"]

[Printed along the side of the page, "Subject to return within 7 days to the Office of the Politburo TsK VKP (established 5 May 27, pr. No. 100, p. 5")"] [TFR 38-15]

[handwritten "12"]

Reference: para. 312 from Protocol No. 84 of the Politburo

Demarche to the US government.

The Government of the Union of the Soviet Socialist Republics considers it necessary to announce the

following to the Government of the United States of America:

According to confirmed information received by the Government of the USSR, at 1010 hrs Vladivostok time, on 6 Nov 51, an American dual-engine "Neptune" type bomber violated the State border of the USSR near Cape Ostrovnoj.

Two Soviet fighters approached the American aircraft that had violated the border with the intent to force it to land at a Soviet airfield. The American aircraft opened fire. The Soviet aircraft were forced to return fire and the American aircraft turned off towards the sea and disappeared.

Bringing this to the attention of the US Government, the Soviet Government is announcing a strong protest against this new, flagrant violation of the State border of the USSR by an American military aircraft. The Soviet Government insists that those responsible for this violation be made to answer for this act and expects that the US Government will immediately take appropriate actions to ensure that there are no violations of the State border of the USSR in the future.

5-ae [TFR 38-16]

[handwritten "84" and "312"]
[handwritten "13"]

Top Secret

To Comrade I.V. STALIN

I am reporting:

According to the report from the Commander of the 5th Navy, on the morning of 6 November, an A-20-J (Boston) aircraft conducted a reconnaissance of a 12 nautical mile frontier area to the southwest of Cape Ostrovnoj. It was covered by 2 "LA-11" fighters from the 5th Navy.

At 1010 hrs Vladivostok time, our aircraft detected the American aircraft within the boundaries of our territorial waters, 7-8 miles (10-15 kms) from the shore.

Once they spotted the intruder, our two fighters (the leader was Lykshov, wingman was Shchukin) closed on and identified the American patrol aircraft. It was a "Neptune" type bomber.

Upon approach of our fighters, the American plane opened fire on them.

The intruder was shot down by return fire from our fighters. At 1018 hrs it fell, burning, into the water and exploded 18 miles (32 kms) from the shore.

Our fighters returned to their airfield undamaged.

Three torpedo cutters that were sent to the crash site did not find any remains of the aircraft. [TFR 38-17]

[handwritten "14"] - 2 -

After the crash, according to the 5th Navy's signal intelligence assets, American and Japanese radio stations on Khokkajdo [Hokkaido] Island persistently called the plane on the radio. (The plane evidently did not manage to report in.)

As established by radio intercepts, the plane was No. 5 and belonged to the 6th Patrol-Bomber Aviation

Squadron based at Atsugi Airfield (Honshu Island).

I believe that the actions of our fighter planes were proper, considering that the American plane violated our territorial waters and opened fire on our planes first.

ENCLOSURES: 1. Sketch of the flights of the 5th Navy aircraft on 6 Nov 51.[handwritten "not included"]
2. Basic tactical-technical data of an American "Neptune" aircraft.

[signature] N. Kuznetsov

[handwritten "6 Nov 51"]

6p [TFR 38-18]

[handwritten "15"]

Secret

MEMORANDUM

Tactical-technical data on the "Neptune" type aircraft.

The basic patrol aircraft Lockheed R u 2-1 "Neptune"

Crew		- 5-7 people
Maximum speed		- 480 kms/hr
Maximum range		- 8000 kms
Service ceiling		- 7000 meters
Maximum overall weight		- 26300 kg
Armaments:	20mm canon	- 6
	12.7mm machine guns	- 4
	127mm rockets	- 16
Maximum bomb load		- 3600 kg
Wright 2800hp engines		- 2

6p

[handwritten on reverse "Arkhiv Prezidenta RF, F. 3, Op. 66, d. 390, l. 10-15"] [TFR 38-19]
[handwritten "No. 4"]

[handwritten "13 Jun 1952"] [handwritten "3"]
Top Secret

Compartment "A"

Copy No.1

[stamp "USSR
MINISTRY
OF STATE
SECURITY
25 Jun 52
No. 5421\st
Moscow"]

[stamp "MID USSR
SECRETARIAT
Comrade Zorin
SECRET
Entry No. 2344
25 Jun 52"]

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS
OF THE USSR

[illeg. handwriting]

To Comrade V.A. ZORIN

[stamp "MID-USSR
USA SECTION
SECRET
Entry No. 863/USA
26 Jun 52"]

We are reporting that demarche No. 689 dated 18 Jun 52 from the American Embassy says essentially the following: on 13 Jun 52 at 1735 hrs a US B-29 aircraft was shot down by an aircraft of the Soviet Army Air Force over our territorial waters south of Valentin Bay.

The location of the unidentified aircraft's wreckage is listed in the American Embassy's demarche as 41039' N 133055' E. This is located 80 miles south of Valentin Bay (105 miles east of Vladivostok).

No wreckage of the aircraft, pieces of equipment, or crew members were found by the coast guard or the shore patrol.

THE DEPUTY MINISTER OF STATE
SECURITY OF THE USSR

[signature] N. STAKHANOV

[handwritten "6-12057"] [TFR 38-20]

[handwritten "entry 003998/27 June"]
[handwritten "171"]

Top Secret
Copy

Compartment "A"
[illeg. handwriting]
25 Jun 52

Copy No. 3

[handwritten "5421\st"]

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS OF THE USSR

Comrade V.A. ZORIN

We are reporting that the American Embassy's demarche No. 689 dated 18 Jun 52 says essentially the following: A US B-29 aircraft was shot down by a MiG-15 aircraft of the Air Force of the Soviet Army over our territorial waters south of Valentin Bay at 1735 hrs on 13 Jun 52.

The location of the unidentified aircraft's wreckage is listed in the American Embassy's demarche as 41039' N 133055' E. This is located 80 miles south of Valentin Bay. (This is 105 miles east of Vladivostok).

No wreckage of the aircraft, pieces of equipment, or crew members were found by either the coast guard or the shore patrol.

Original Signed THE DEPUTY MINISTER OF STATE SECURITY OF THE USSR

N. STAKHANOV

True Copy: [signature "CPT 2nd Class Staran"]

typed 4 copies
1st to addressee
2nd to Sec MGB USSR
3rd and 4th - file,
2nd section, HQ GUPV
Originator Bychkov
Typist Kovalenko
MB-3791 24 Jun 52

[stamp "12 ss, 829" remainder illegible] [TFR 38-21]
[handwritten "N 5"]

[handwritten "7 Oct 52"] [handwritten "74"]
TOP SECRET

Copy No. 1

To Comrade STALIN

We are reporting:

Two LA-11 fighters from the 368th Air Defense Fighter Aviation Regiment shot down an American B-29

on 7 Oct of this year, at 1530 hrs Khabarovsk time, in the southeastern part of the Malaya Kurilskaya Island Chain. It violated our State border 12-15 kms southwest of YURIJ Island.

The B-29 aircraft was discovered by a radio-technical post at 1431 hrs in the immediate proximity of our State border. Consequently, a pair of fighters that was on duty from YUZHNOKURIL'SK Airfield was scrambled. The fighters were piloted by Senior Lieutenant ZHERYAKOV and Senior Lieutenant LESNOV.

At 1529 hrs, the B-29 aircraft violated the border and flew over the territorial waters of the USSR in the direction of YURIJ Island. Since the violator fired first, it was attacked by our fighters at 1530 hrs.

As a result of the attack, the B-29 aircraft caught on fire, fell, and [TFR 38-22]

- 2 -[handwritten "75"]

sank in our territorial waters three kilometers southeast of YURIJ Island.

A headless body wearing a deployed parachute was picked up by cutters of the 114th Frontier Guard Detachment in the area where the aircraft went down. A map of HOKKAIDO Island and Kuril Islands, a ripped piece of an unidentified document with the signature of DZHEMS SMIT - Captain, Intelligence Officer, US Armed Forces - four fuel tanks, and a torn inflatable rubber boat were also picked up.

Documents with the name Senior Lieutenant BUMKKHEN Dzhon Robertson, American Army, were found in the corpse's clothes.

From dawn until midday on 8 Oct, American F-86 fighters patrolled along our State border southwest of YURIJ Island in groups of four to eight. Individual aircraft violated the border three times at high speed and flew past the area where the aircraft went down.

Measures have been taken to heighten the combat readiness of all systems in the Sakhalin-Kuril Border Region of Air Defense.

[signature] VASILEVSKIJ

[signature] SOKOLOVSKIJ

8 Oct 52
No. 50136

[handwritten on reverse, "Arkhiv prezidenta RF, F. 3, op. 66, d. 391, l. 74-75"]

[TFR 38-22a]

[Note - There is no connection between TFR 22 and TFR 22a - the documents were inadvertently misnumbered.]

[handwritten "7 Oct 52"] [handwritten "34"] [handwritten "16"]

Workers of the world, unite! TOP SECRET

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

No. P102/2
31 Dec 54 To: Comrades Molotov (MID), Korobov

Extract from Protocol No. 102 of the session of the Presidium of the TsK on 31 Dec 54

On the reply to the demarche from the US Government dated 25 Sep 54.

Approve the draft of the demarche made by the MID in reply to the US Government's demarche dated 25 Sep 54 (attached).

SECRETARY TsK

3 ll

[handwritten "Order of the SM USSR from 31 Dec 54 No. 13827-rs"]

[written along the left margin "Subject to return within 7 days to the Office of the Presidium TsK KPSS']

[TFR 38-23]

[handwritten "17"]

Reference: Paragraph 2, Protocol No. 102

Enclosure

Draft of Demarche to the US Government

With regard to demarche No. 270 from the Government of the United States of America dated 25 Sep of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to announce the following:

We have examined the aforementioned demarche from the US Government concerning the violation of the State border of the USSR by an American "B-29" bomber in the area of Yurij Island on 7 Oct 52. The Soviet Government points out that this demarche, in comparison with what the US Government has previously announced on this matter, in essence, contains nothing new. The US Government's demarche reiterates versions of the incident that contradict with the facts, makes unfounded suppositions concerning the fates of the crew members of the aircraft, and also raises questions that are unrelated to this matter.

In its demarches dated 12 Oct and 24 Nov 52, the Soviet Government has already set forth, on the basis of factual information, the circumstances concerning the violation of the Soviet State border by the American military aircraft. In addition, information concerning this incident is contained in the extract from the Report on the Circumstances of the Violation of the State Border by an American "B-29" Aircraft in the Area of Yurij Island on 7 Oct 52. The extract is attached to this demarche. [TFR 38-24]

[handwritten "18"]

- 2 -

The circumstances of this incident, set forth in the aforementioned demarches of the Soviet Government, and also in the aforementioned report, show that the American aircraft violated the State border of the USSR on 7 Oct 52 in the area of Yurij Island and opened unprovoked fire on Soviet fighters which were protecting the State border of the USSR.

The Soviet Government, in its demarche dated 24 Nov 52, has already reported that it does not have any information on the fate of the American "B-29" aircraft or its crew.

As for the question touched on by the US Government's demarche on state ownership of the Yuzhno-Kuril'skij Islands, the position of the Soviet Union was set forth in Soviet demarches to the US Government dated 24 Nov 52 and 11 Dec 54.

As it is firmly established that the American military aircraft violated the border of the USSR and for no reason opened fire on Soviet fighters, the responsibility for the incident that took place and its consequences falls completely on the American side. Under these conditions the Soviet Government is not able to discuss the pretension contained in the US Government's demarche dated 25 Sep of this year. The US Government's suggestion to transfer this matter to the International Court is considered unwarranted.

As concerns the US Government's attempt to use the incident of 7 Oct 52 to present the Soviet Union's position with respect to Japan and the Japanese people in a false light, the Soviet Government considers it necessary to [TFR 38-25]

[handwritten "19"]

- 3 -

point out that the Soviet Union's relations with Japan and the Japanese people are well known.

The position of the Soviet Union was in particular echoed in kind in the Joint Declaration of the Government of the USSR and the Government of the KNR dated 12 Oct 52 on relations with Japan. In this declaration it is pointed out that although 9 years have passed since the end of the war, Japan has not gained independence and remains a partially occupied country. The territory of Japan is covered with a multitude of American military bases, Japan's industry and finances are dependant on American military purchases, and her external commerce is under the control of the United States of America. All of this has caused the difficult economic situation that continues to exist in Japan.

In the aforementioned declaration, the Soviet Union expressed sympathy for Japan and the Japanese people as they are in a difficult situation owing to the San Francisco Treaty and other agreements that

were thrust upon them by the United States. The Soviet Union announced its readiness to take steps to normalize relations with Japan. Moreover, the Soviet Union noted that Japan will be given full support in its attempt to establish political and economic relations with the Soviet Union, just as any steps taken by the Japanese directed at providing the conditions for Japan's peaceful and independent development will be given full support.

18-gz [TFR 38-26]

[stamp "Protocol of the Presidium of the TsK No. 102 Para 2"]

[handwritten "24"]

Subject to return Distributed to membersto the Office of the of the Presidium of the Presidium of the TsK KPSS TsK KPSS No. P2342 TOP SECRET

TsK KPSS

An American "B-29" bomber violated the border of the USSR near Yurij Island and was shot down by our fighters on 7 Oct 52. In demarches dated 12 Oct and 24 Nov 52, the Soviet Government announced a protest to the Americans regarding this violation. In replying demarches dated 17 Oct and 16 Dec 52, the Americans refuted the border violation, attempted to dispute the Soviet Union's ownership of Yurij Island, and demanded compensation for the aircraft and the deaths of the crew members.

On 25 Sep of this year, the US Government sent a demarche which once again raised the question of this incident. The demarche extensively sets forth the American version of this incident. It expresses the unsubstantiated supposition that the crew members of the aircraft may have been picked up by a Soviet vessel and that they are in Soviet custody. As far as the substance of the incident is concerned, this demarche contains nothing new in comparison with previous American demarches.

The US Government points to a sum of claims in connection with the loss of the aircraft and members of its crew and suggests, in the event of the Soviet Union's refusal to satisfy these claims, that this matter be turned over to the International Court of Justice for consideration.

The Soviet Union's right to ownership of the Malaya Kuril Island chain (Habomai), which includes Yurij Island, was once again disputed in the demarche. In connection with this, a number of demagogic declarations were made which allege that the Soviet Union [TFR 38-27]

[handwritten "25"]

- 2 -

was trying to bring the Japanese people to ruin, by impeding Japan's normal commerce, by intimidating the government and the Japanese people, etc.

The text of the demarche was published by the State Department and at the request of the American representative to the UN was circulated to the members of the Security Council.

The MID USSR considers it advisable to send a demarche in reply to the US Government, attaching an extract from the report on the circumstances of the violation of the State border by an American "B-29" aircraft in the Yurij Island area on 7 Oct 52.

As the position of the USSR on the Soviet Union's ownership of the Malaya Kuril'skaya Island chain was stated in demarches from the Soviet Government dated 24 Nov 52 and __ Oct of this year, the MID USSR considers it advisable, in the given demarche, not to touch on the substance of this matter and only to refer to our two aforementioned demarches.

As concerns the demagogic statements of the US Government about the Soviet Union's relations with Japan, an appropriate response to these statements should be given in the demarche.

Taking into account that this incident happened over two years ago and that at the present time it is not necessary to draw the public's attention to this incident, it is the opinion of the MID that it is not advisable to publish said demarche.

A draft of the resolution is attached. [illeg. handwriting]

Please review.
V. Molotov
29 Dec 54
No. 1020/M

Note
The demarche from the US Embassy No. 270
dated 25 Sep. Circulated to members of the Presidium
TsK KPSS 26 Sep 54 under No. 624/M

18-p

[handwritten on reverse, "Arkhiv Prezidenta RF, F. 3, Op. 66, D 392, l. 16-19, 24-25"] [TFR 38-28]

[handwritten "No. 6"]
[handwritten "29 Feb 53"] [handwritten "22"]
Workers of the world, unite!

[handwritten "34"]
Top Secret

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

No P21/9
30 Jul 53 to Comrade Korobov

Extract from Protocol No. 21 of the session of the Presidium of the TsK on 30 Jul 53.

On the demarches to the US Government regarding the violation of the Soviet border by an American aircraft and the attack on a Soviet aircraft by American fighters over Chinese territory.

1. Approve the drafts of the attached demarches to the US Government on this matter presented by comrades V.M. Molotov and N.A. Bulganin.

2. Deliver the demarche regarding the violation of the Soviet border by an American aircraft to the American Ambassador in Moscow on 30 Jul and publish it in the press on 31 Jul 53.

Deliver the demarche regarding the attack on a Soviet aircraft by American fighters over Chinese territory to the American Ambassador in Moscow on 31 Jul and publish it in the press on 1 Aug 53.

SECRETARY TsK

[Printed along the left side "Subject to return within 7 days to the Office of the Presidium of the TsK KPSS"]

[handwritten notations below]

Post. SM USSR
N 2018 - 827 ss dated 30 Jul 53
2-ns.
2 1 Aug 53

Published:
Attachment No. 1 31 Jul 53
Attachment No.

[TFR 38-29]

[handwritten "23"]
Attachment No. 1]

Draft of the demarche to
the US Embassy in Moscow

–

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the Government of the United States of America.

According to confirmed information, on 29 Jul of this year at approximately 0700 hrs Vladivostok time, a four-engine "B-50" type bomber with US markings violated the State border of the USSR. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. Upon approach of two Soviet fighters whose mission was to indicate to the American aircraft that it was within the borders of the USSR and to order it to leave Soviet airspace, the American aircraft opened fire and inflicted serious damage to one of the Soviet fighters by piercing the fuselage and left wing and also by breaking the hermetic seal of the cockpit. The Soviet fighters were forced to return fire, after which the American aircraft withdrew in the direction of the sea.

The Soviet Government declares a strong protest to the US Government against this flagrant violation of the Soviet border by an American military aircraft. It insists that the people responsible for this violation be held strictly accountable and expects the US Government to take immediate steps to forbid American aircraft from violating the State borders of the USSR in the future.

9-ls [TFR 38-30]

[handwritten "24"] Attachment No. 2 Draft of the demarche to the US Embassy in Moscow.

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the Government of the United States of America.

According to confirmed reports from competent Soviet agencies, on 27 Jul of this year, at 0628 hrs Moscow time, 4 American fighters violated the borders of the People's Republic of China. Near the city of Khuadyan', 110 kms from the Sino- Korean border, the American aircraft attacked and shot down a Soviet passenger aircraft over Chinese territory. The Soviet aircraft was making a scheduled flight along an established flight route from Port Arthur to the USSR. The fifteen passengers and six crew members on board perished together with the aircraft.

The Soviet Government declares a strong protest against this piratical attack by American warplanes on a Soviet passenger aircraft over the territory of the People's Republic of China. The Soviet Government expects the US Government to take steps to severely punish those responsible for this attack and to not permit henceforth similar criminal acts by the American military command.

The Soviet Government reserves the right to demand compensatory payment for the deaths of the aforementioned 21 Soviet citizens and the loss of the aircraft.

9-ll [TFR 38-31]

[stamp "Protocol of the Presidium of the TsK No. 21 Para. 9"]

[handwritten "25"]

Top Secret Copy No. 1

_____ TO THE PRESIDIUM OF THE TsK KPSS
to Comrade G.M. MALENKOV
to Comrade N.S. KHRUSHCHEV

According to a report from the Pacific Ocean Fleet Air Forces Command, on 27 Jul of this year at 0628 hrs Moscow time, 4 American fighters, after crossing the border of the KNR, attacked and shot down a Russian IL-12 transport aircraft that was flying from Port Arthur to Vladivostok. This occurred near the city of Khuadyan', 110 kilometers from the Sino-Korean border. The aircraft burned up and the six crew members and 15 passengers on board were killed.

On 29 Jul of this year at approximately 0700 hrs Vladivostok time, an American B-50 type four-engine bomber violated the State border of the USSR. This occurred in the area of Cape Gamov and Askol'd Island not far from Vladivostok. The American aircraft opened fire on two approaching Soviet fighters inflicting serious damage to one of them. The American bomber was shot down by return fire from the Soviet fighters and crashed into the sea.

With regard to the aforementioned, the MID of the USSR and the Ministry of Defense of the USSR consider it expedient to send protest demarches to the Americans. It is expedient to deliver the demarche concerning the violation of the Soviet border by an American aircraft (attachment 1) to the American Ambassador in Moscow on 30 Jul and to publish it in the press on 31 Jul. [TFR 38-32]

[handwritten "26"]

2.

It is expedient to deliver the demarche concerning the attack on the Soviet aircraft over Chinese territory by American fighters (attachment 2) to the American Ambassador on 31 Jul and to publish it on 1 Aug.

We also consider it expedient to inform the KNR Government that we have sent these latest demarches to the US Government and to recommend that the Chinese Government protest to the Americans this violation of the KNR border by an American aircraft, tying in other KNR border violations by American aircraft.

[signature]
[signature]
(V. Molotov) (N. Bulganin)

30 Jul 53

[handwritten on reverse, "Arkhiv Prezidenta Archives RF, F. 3, op. 66, d. 391, l. 22-26"] [TFR 38-33]

[handwritten "30 July"] [handwritten "69"]
No. 23/osa

The Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the Government of the United States of America:

According to confirmed information, on 29 Jul of this year at approximately 0700 hrs Vladivostok time, a four-engine "B-50" type bomber with US markings violated the State border of the USSR. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. Upon approach of two Soviet fighters whose mission was to indicate to the American aircraft that it was within the borders of the USSR and to order it to leave Soviet airspace, the American aircraft opened fire and inflicted serious damage to one of the Soviet fighters by piercing the fuselage and left wing and also by breaking the hermetic seal of the cockpit. The Soviet fighters were forced to return fire, after which the American aircraft withdrew in the direction of the sea.

TO THE EMBASSY OF THE UNITED STATES
OF AMERICA
Moscow

[handwritten initials in left margin]
[TFR 38-34]

[handwritten "23 Jul 53"]
[handwritten "71"]

Delivered by US Ambassador Bolen to Comrade A.A. Gromyko during a discussion on 31 Jul 53

Translation from the English.

MEMORANDUM

My government has instructed me to convey the strongest possible protest against the fact that on 29 Jul, a Soviet aircraft shot down a USAF R-50 aircraft which was on a routine navigational training flight over the Sea of Japan.

The copilot of the American aircraft, who was rescued by a US ship approximately 40 kilometers from the Soviet coast south of Cape Povorotnyj, verified that his aircraft, with a crew of 17, was attacked by one or more Soviet MiG-15 aircraft. They shot at its engines, causing a fire, which led to the American aircraft's crash.

Information was also received that other crew members who survived were picked up by Soviet ships in the crash area. My Government has instructed me to ask that the Soviet authorities immediately report the condition of these people as well as the steps they are taking for their timely repatriation.

AMERICAN EMBASSY
Moscow, 31 Jul 53

Translated by:[signature](Alekseeva)

[handwritten "34"]

[handwritten "29 Feb 53"]
[handwritten "34"]
Workers of the world, unite! TOP SECRET

The Communist Party of the Soviet Union. CENTRAL COMMITTEE

No P24/1
4 Aug 53 to Comrades
Molotov, Korobov

Extract from protocol No. 24 of the session of the
Presidium of the TsK of 4 Aug 53.

On the draft demarche from the Soviet Government to the US Government in reply to the US Embassy's memorandum of 31 Jul 53.

Approve the draft demarche presented by the Ministry of Foreign Affairs of the USSR on this matter.

SECRETARY TsK

[Printed along the left side "Subject to return within 7 days to the Office of the Presidium of the TsK KPSS"]

Z-p
[The remainder of the page is handwritten.]
Order of the SM, USSR Published
No. 102/31-rs 4 Aug 53 5 Aug 53
[TFR 38-36]

[handwritten "35"]
Reference: Paragraph 1, Protocol No. 23
Draft Demarche from the Soviet Government
to the US Government

In connection with the US Embassy's memorandum of 31 Jul of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the US Government.

Confirmed reports, cited in the Soviet Government's demarche of 30 July of this year to the US Government, testify that on 29 Jul of this year, a four-engine "B-50" type bomber with US markings violated the State border of the USSR. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. Upon approach of two Soviet fighters whose mission was to indicate to the American aircraft that it was within the borders of the USSR and to order it to leave Soviet airspace, the American aircraft opened fire and inflicted serious damage to one of the

Soviet fighters. The Soviet fighters were forced to return fire, after which the American aircraft withdrew in the direction of the sea.

The facts cited above contradict the assertion in the US Embassy's memorandum alleging that an American aircraft was attacked by Soviet fighters during a routine flight over the Sea of Japan. [TFR 38-37]

[handwritten "36"]

- 2 -

The Soviet Government does not have any further information concerning the crew or the whereabouts of the aforementioned American aircraft which withdrew in the direction of the sea.

The Soviet Government confirms its demarche of 30 Jul, insists on strict accountability of the people responsible for this violation, and expects that the US Government will take steps to henceforth not permit American aircraft to violate the State borders of the USSR.

The Soviet Government rejects the protest contained in the Embassy's memorandum as lacking in any basis. 3 Aug 53 5-p

[handwritten on reverse, "Arkhiv Prezidenta RF, F. 3, op. 66, d. 391, l. 34-36"] [TFR 38-38]

[handwritten "78"]

No. 25/osa

In connection with the US Embassy's memorandum of 31 Jul of this year, the Government of the Union of Soviet Socialist Republics considers it necessary to declare the following to the US Government.

Confirmed reports, cited in the Soviet Government's demarche of 30 July of this year to the US Government, testify that on 29 Jul of this year, a four-engine "B-50" type bomber with US markings violated the State border of the USSR. Starting near Cape Gamov, it continued its flight over the territory of the USSR near Askol'd Island, not far from Vladivostok. Upon approach of two Soviet fighters whose mission was to indicate to the American aircraft that it was within the borders of the USSR and to order it to leave Soviet airspace, the American aircraft opened fire and inflicted serious damage to one of the Soviet fighters. The Soviet fighters were forced to

To the Embassy of the United States of America

Moscow

[TFR 38-39]

[handwritten "79"] 2.-

return fire, after which the American aircraft withdrew in the direction of the sea.

The facts cited above contradict the assertion in the US Embassy's memorandum alleging that an American aircraft was attacked by Soviet fighters during a routine flight over the Sea of Japan.

The Soviet Government does not have any further information concerning the crew or the whereabouts of the aforementioned American aircraft which withdrew in the direction of the sea.

The Soviet Government confirms its demarche of 30 Jul, insists on strict accountability of the people responsible for this violation, and expects that the US Government will take steps to henceforth not

permit American aircraft to violate the State borders of the USSR.

The Soviet Government rejects the protest contained in the Embassy's memorandum as lacking in any basis.

Moscow, 3 Aug 53

True copy:[signature]

Distributed: to Comrades Molotov
Vyshinskij
Gromyko
Zorin
Pushkin
Podtserob
Il'ichev
DVO
Embassy of the USSR
in Washington
case file (2)

[TFR 38-40]

[handwritten "420"] [handwritten "80"]
Delivered by US Ambassador Bolen Secret
to V.M.Molotov 4 Aug 53 Translation from the English

[stamp "MID-USSR
USA DEPARTMENT
SECRET

Entry No.757osa

4 Aug 53"]

MEMORANDUM

The US Government has the following information regarding survivors of the incident involving the "B-50" aircraft.

1. The copilot was rescued by an American ship 40 miles from the Soviet coast to the south of Cape Povorotnyj.

2. The pilot bailed out at the same time as the copilot and it is assumed that other members of the crew bailed out as well.

3. The aircraft carrying out search and rescue operations dropped a life raft to other survivors. The crews of these aircraft are more or less certain that there were at least four and possibly more survivors sitting in the life raft.

4. The same American aircraft spotted approximately 9 Soviet

"PT" type boats in the area and at least 6 of these "PT" boats were heading to the location where debris from the aircraft was later discovered. A Soviet trawler was also spotted in the approximate area.

On the basis of the aforementioned observations and the testimony of the rescued copilot, it is highly likely
[TFR 38-41]

[handwritten "81"]

2.

that other crew members survived and that they were possibly rescued by the Soviet ships. In view of this, the US Government urgently asks the Soviet Government to conduct a further investigation on the whereabouts of these or other surviving crew members.

Translator: [signature](O. Troyanovskij)

Distributed
to Comrades: Molotov
Gromyko
Zorin
Podtserob
Department of American countries
[handwritten "596/M"]
6 copies [TFR 38-42]

Secret

[stamp "Secret Entry No.3461 10 Aug 53"]

[stamp "Secret Copy No. 1 Entry No. 765/ 8 Aug 53"]

[stamp "Ministry of Defense of the USSR MAIN STAFF OF THE NAVY 8 Aug 53 No.5/15272s"]

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS OF THE USSR
Comrade A. A. GROMYKO

[handwritten "case file 10 Aug" 1 word illeg.]

The assertion in the American demarche of 5 Aug 53 - which

alleges that on 29 Jul 53 the copilot of an American B-50 aircraft was sighted by an American surface ship and that 12 Soviet "PT" type boats were observed allegedly retrieving surviving crew members - does not correspond to the facts.

On 30 Jul, at approximately 0400 hrs Vladivostok time, Soviet fishing trawler No. 423, engaged in fishing, was passing through the area where the Americans were searching for their aircraft.

As has already been pointed out in the report from the Commander-in-Chief of the Navy, Admiral of the Fleet Comrade N.G. Kuznetsov, dated 30 Jul 53, two American destroyers approached the aforementioned trawler at approximately 0400 hrs.

American and Japanese officers, onboard a cutter launched from one of the destroyers, tried to obtain information from the trawler regarding the B-50 aircraft and its crew. However, they were unable to get any kind of information since the trawler did not see any aircraft debris and was not engaged in recovering the crew.

The attempts of the Americans to carry on a conversation with the trawler were in vain since the Americans did not have a Russian translator with them.

With the exception of this trawler, there were no other Soviet ships in the area where the Americans were searching for their aircraft.

CHIEF OF THE MAIN STAFF
ADMIRAL
[signature] V. FOKIN

[TFR 38-43]

[handwritten "16"]

[handwritten "Return"] Secret. Copy No. 1

"24" Nov 54

Issue No. 1174/osa

to Comrade A.A. GROMYKO

We submit to you the drafts of the memorandum to the TsK KPSS, the Tsk's decree and the demarche to the US Government in response to the US Government's demarche dated 9 Oct 54 regarding the incident with the American aircraft which violated the State border of the USSR in the Vladivostok area on 29 Jul 53.

Please review.

[signature](G. Tunkin) [signature] (V. Bazykin)

3 copies typed ms/VB.
1-to Comrade Gromyko
2-to Comrade Tunkin
3-to the case file
No. 1691.
24 Nov 54

[stamp "MID USSR
Comrade Gromyko's Office
SECRET
Entry No.6490- of
24 Nov 54"]

[handwritten "9629"]

[TFR 38-44]

[handwritten "17"]

Secret Copy No.5

TsK KPSS

The United States Government, in its demarche dated 9 Oct 54, is again raising the issue involving the American B-50 warplane that violated the State border of the USSR in the vicinity of Vladivostok on 29 Jul 53. This demarche essentially contains nothing new about this incident as compared to previous US demarches. It presents a lengthy US version of the incident as well as unfounded suppositions that the crew members of the violator aircraft may have been picked up by Soviet ships and are in Soviet custody.

The US Government raises a number of claims associated with the loss of the American warplane and its crew members. In the event the Soviet Union refuses to satisfy these claims, the US proposes to refer the issue to the International Court of Justice.

At the same time, the US Government in its demarche raises the issue of the extent of the Soviet territorial waters, asserting that territorial waters of 12 nautical miles in width as established by the Soviet Union are inconsistent with conventions of international law. The United States asserts that it "does not recognize the Soviet Government's claim to territorial waters beyond three miles from its shore."

The text of the US demarche was published by the State Department, and at the request of US representatives in the United Nations was distributed to members of the Security Council.

The Ministry of Foreign Affairs of the USSR considers it expedient to send a report to the US Embassy and attach to it an excerpt from the "Report on the Circumstances of a US B-50's Violation of the State Borders of the USSR Near Vladivostok on 29 Jul 53."

In the opinion of the Ministry of Foreign Affairs of the USSR, the US Government's claim of possible loss and its proposal to submit this case to the International Court of Justice for consideration should be dismissed as unfounded.

With regard to the US Government's statement about

[TFR 38-45]

[handwritten "18"]

the width of Soviet territorial waters, the Ministry of Foreign Affairs of the USSR deems it expedient to respond to the substance of this statement.

Because a considerable amount of time has passed since the incident and there is no need to draw public attention to it, the opinion of the Ministry of Foreign Affairs of the USSR is that it would be inadvisable to publish this note.

A draft of the decree is attached.

Please review

___ Nov 54
No. _
[handwritten "pr 1266-ag
24 Nov"]

[TFR 38-46]

[handwritten "19"]

Draft
Secret

RESOLUTION of the TsK KPSS

Concerning the response to the US Government's demarche from 9 Oct 54

Confirm the draft of the (attached) demarche presented by the MID USSR in reply to the US Government's demarche dated 9 Oct 54.

[handwritten "Reference: Pr. 1266-ag"]

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[TFR 38-47]

[handwritten "20"]

Draft.

With regard to the demarche dated 9 Oct 54 from the Government of the United States of America, the Government of the Union of Soviet Socialist Republics considers it necessary to report the following.

In demarches dated 30 Jul, 3 and 26 Aug 53, the Soviet Government has already set forth the circumstances of the violation of the Soviet Union's national borders in the region of Vladivostok on 29 Jul 53 by the American B-50 bomber.

It is evident from the above-mentioned Soviet Government demarches and also from the "Report on the Circumstances of a US B-50's Violation of the State Borders of the USSR near Vladivostok on 29 Jul 53," an excerpt of which is attached, that the American B-50 bomber on 29 Jul 53 was located over the territory of the Soviet Union near Vladivostok, and upon the approach of Soviet fighters opened fire first. The Soviet fighters, defending the State borders of the USSR, were forced to return fire. At the time it fired on the Soviet fighters, the intruder was located at coordinates: longitude 40ø39'3" latitude 132ø20'9", in other words, near the Soviet island of Askol'd, not far from Vladivostok and not 40 miles south of Cape Povorotnyj as is maintained in the US Government demarche. The Soviet fighters returned to their air base as the violating aircraft withdrew towards the sea to the southeast,

The Soviet Government has already reported that Soviet authorities do not have any information regarding the fate [TFR 38-48]

[handwritten "21"]

of the above-mentioned American aircraft or its crew. There has been no additional information on this matter to date.

Considering the following, responsibility for this incident rests with the US Government: The facts are firmly established, there was a violation of the State borders of the USSR by an American aircraft, and the American aircraft fired on Soviet aircraft which were carrying out their duties of defending the Soviet Union's State borders. The Soviet Government cannot consider the claim levied in the US Government demarche dated 9 October and does not see a basis for transferring this matter to the International Court of Justice.

The US Government's demarche dated 9 Oct asserts, as if it is international law, that there is a limit on the width of territorial waters to 3 nautical miles. In connection with this, the Soviet Government considers it necessary to turn the US Government's attention to the widely known fact that no common measures of international law exist establishing the width of territorial waters. The establishment of territorial waters is dependent on the competence of the coastal government which determines the width in consideration of their national interests and also in the interests of international maritime navigation. It is known that more than 30 governments currently have territorial waters with a width of more than 3 nautical miles. Thus, the US Government's assertion that the establishment of Soviet territorial waters to 12 nautical miles is contradictory to the norms of international law does not have any basis.
[TFR 38-49]
[handwritten "No. 7"]
[handwritten "7 Nov 54"] [handwritten "128"]

TOP SECRET
copy No. 9

to MARSHAL OF THE SOVIET UNION
- Comrade N. A. BULGANIN

I am reporting:

The USSR maritime State border was violated by an American "B-29" in the region of Tanfil'ev Island, 70 kms south of Yuzhno-Kuril'sk on 7 Nov 54, from 1241-1242 hrs and again from 1247-1250 hrs Vladivostok time.

Fighters of the 610th Fighter Aviation Regiment, 110th Fighter Aviation Division, 29th Air Army were scrambled from the Yuzhno-Kuril'sk Airfield (Mendeleevo): the first pair of MiG-15s at 1242 hrs, the second pair of MiG-15s at 1225 hrs, a third pair of MiG-15s at 1248 hrs, and a fourth pair of MiG-15s at 1329 hrs.

The pair of MiG-15s which took off at 1225 hrs (the leader was Aviation Squadron Commander Captain KOSTIN, the wingman was Senior Lieutenant SEBERYAKOV) met the intruder at 1248 hrs at an altitude of 4500 meters over Tanifel'ev Island. When our fighters approached, the intruder opened fire from the upper turret. Our fighters returned fire and set the violator's left motor on fire. In the three attacks made by the fighters, forty-two 37mm shells and sixty-three 23mm shells were expended.
[TFR 38-50]

[handwritten "129"]

The following is a radio-intercept of the press by "OSNAZ" units - "7 Nov 54, Associated Press. A "B-29" reconnaissance aircraft was crashed today in the eastern part of Hokkaido Island several miles from Russian islands. Nine of the twelve crew members bailed out of the aircraft and were rescued."

Weather: 90% cloud cover, lower edge 1000 meters, visibility 6-10 kms.

Measures have been taken by the command to increase the combat readiness of the PVO forces.

GENERAL OF THE ARMY [signature] (S. BIRYUZOV)

" 7 " Nov 54
[handwritten "No. 50366"]

Distribution:

Comrade K. E. VOROSHILOV
Comrade L. M. KAGANOVICH
Comrade G. M. MALENKOV
Comrade V. M. MOLOTOV
Comrade A. I. MIKOYAN
Comrade M. G. PERVUKHIN
Comrade M. Z. SABUROV
Comrade N. S. KHRUSHCHEV

[handwritten "No. 16" and "566"]
[TFR 38-51]

[handwritten "141"]

THE MEETING OF THE SECURITY COUNCIL ON 10 SEPTEMBER

NEW YORK, 10 Sep (TASS)

... Afterwards, US representative Lodge spoke and stated the US arguments. Lodge said, "...The first reports of the attack indicated that not once did the American aircraft fire on the attackers. However, further reports showed that this statement was in error."

(TASS, 10 Sep 54, p. 125-126)

ON THE AMERICAN PROVOCATION IN THE FAR EAST

NEW YORK, 7 Sep (TASS). A Washington correspondent for the "New York Times" newspaper reports that on 6 Sep the Department of the Navy revealed that an American patrol bomber shot down near the Siberian coast on 4 Sep by two Soviet fighters had opened return fire, but only after it was attacked. ... The announcement by the Department of the Navy caused some confusion in the State Department since the second of the two demarches of protest to Moscow maintained the assertion that the "American naval aircraft never opened fire on the Soviet aircraft."

As officials here point out, this declaration was based on the initial report of this incident that the Pentagon received from the Far East. It was only after the nine surviving crew members were thoroughly debriefed, that the Department of the Navy was able to establish that one of the gunners on the aircraft opened return fire on the Russian pilot...

(TASS, 7 Sep 54, l. 21-d)

True copy: [signature "M. Davilov"]

[handwritten on reverse "Arkhiv Prezidenta RF, F. 3, op. 66, d. 391, l. 129-129,141"] [TFR 38-52]
[handwritten "N8"]
[handwritten "18 Apr 52"] [handwritten "32"]

Secret
copy no. 1

[stamp "USSR
Ministry of
Internal Affairs
April, 1955
No. ____
Moscow"]

TO THE DEPUTY MINISTER OF FOREIGN AFFAIRS
USSR

to Comrade V.V. KUZNETSOV

[handwritten "see reverse"]

On 18 April of this year, at 1057 hrs Kamchatka time, PVO technical posts detected the flight of an American jet aircraft 43 miles southeast of Cape Vasil'ev (400 kms southwest of Petropavlovsk-Kamchatskij). The American aircraft, which had not violated the border, was being tracked at 1110 hrs 16 miles southeast of Cape Lopatka.

Two VVS aircraft were scrambled to intercept the aircraft. At 1130 hrs, at an altitude of 12,200 meters, 32 miles east of Cape Kronotskij (340 kilometers northeast of Petropavlovsk-Kamchatskij) one of the aircraft spotted the B-47 type American jet aircraft and photographed it. Upon approach of our aircraft, the American aircraft opened fire. After return fire from our aircraft, the American aircraft disappeared in the clouds.

At 1150 hrs, 5 miles west of Bering Island, the crew of the Soviet fishing boat "Komandor" saw flashes and a column of smoke over the water that lasted two minutes.

It cannot be ruled out that the fishermen witnessed the American aircraft fall.

DEPUTY MINISTER OF INTERNAL AFFAIRS, USSR

(PEREVERTKIN)

[stamp "Dept 6 HQ GUPV
Entry No.. 012899
12 May 55"]
[handwritten "Ts.A.P.V. f. 14, op. 5, d. 5634, l. 32"]
[TFR 38-53]

[handwritten except where noted]

Basis, Report of Okrug No. 00140 and 0014 [cut-off].
from 19 and 20 Apr 55 (Sector 60 p.o.)

Report

23 Apr 55 Colonel Comrade Ionov stated that this document has been reported to Deputy Minister Comrade Perevertkin. It was decided not to send it.

LTC [illeg. signature]

No. 00152 of 22 Apr 55, the Okrug reported that crew members of the boat "Komandor" P[cut off] Vasilij at a distance of 10 miles, observed a flashing column of fire and a column of smoke over the water which dissipated after 5 minutes. Scientific [cut-off] Danilov, located on the cutter, photographed the column of smoke. Two residents of the settlement Nikol'skoe (sector 451mz 60po) observed and heard an explosion. Border troops did not [cut off]

On 21 Apr 55 [1 cut-off] of the Kamchatka Flotilla went to the area of the explosion. The [1 illeg.] headquarters reported [1 illeg.] [G4GI?].

[illeg. signature]

Information. 21 Apr 55 at 1340 from the report of the PVO General, Major Yur'ev (Kremlin, 33-62) reported that there is no information regarding the appearance of an American aircraft near the coast of Kamchatka or regarding the contact between it and our aircraft.

[signature] (Zarovskij)

[Distribution notes are typed.]
3 copies typed
1- addressee
2- Sec. MVD
3- file, 1st Dept. HQ GUPV
[handwritten "1st copy - file. 2nd and 3rd copies sent for destruction. 2nd and 3rd copies destroyed iaw Act 10"]
Originator Zarovskij
[signature]
typist Ermakova
25 Apr 55
to 3567 21 Apr 55

[handwritten "TsAPV f. 14, op. 5, d. 5634, l. 32"]
[TFR 38-54]

[handwritten "18 Apr 55"]
[handwritten "34"][handwritten "11"]

Subject to return in 24 hours to Office of the Presidium of the TsK KPSS
TOP SECRET
SPECIAL FOLDER
Workers of the world, unite!

The All-Union Communist Party (bolsheviks), CENTRAL COMMITTEE

No. P84/312
7 Nov 51
To: Comrades Molotov

(MID), Zhukov.

Extract from protocol No. 117 of the Presidium of the TsK
on 22 Apr 55

The issue of the MID USSR and Ministry of Defense.

Approve the proposal of the MID USSR and Ministry of Defense set forth by comrades Molotov and Zhukov in a memorandum dated 22 Apr 55, No. 602/M.

Secretary of the TsK

3-nb

[Printed along left margin]

"Note:

A comrade receiving secret documents may not transmit or acquaint others with them without a special stipulation from the TsK.

Making copies of or extracts from these documents are categorically forbidden.

Each document is marked and dated personally by the comrade to whom the document is addressed and by whom the document is signed."] [TFR 38-55]

[stamp "Protocol of the Presidium TsK No. 117 p.24"]
[handwritten "12"]

Copy
Secret copy No. 3

TsK KPSS

According to a report by Comrade Malinovskij, the Commander of the Far East Military District, an American B-47 type aircraft was spotted near the Kuril Islands on 18 Apr of this year, at 0943 hrs Khabarovsk time. Our pilots reported that when two MiG-15s closed with the B-47 at an altitude of 12,000 meters, the B-47 opened fire. One of our fighters returned fire after which the B-47 descended at a great speed into the clouds in a northeast direction.

In the second report from Comrade Malinovskij (dated 21 Apr), it was reported that our fighters attacked an American aircraft from 1125 to 1127 hrs Khabarovsk time. Fifteen minutes after the attack, radars lost track of the aircraft. It no longer showed up on the radar screen. This report also says that at 1150 hrs Soviet fishermen observed an explosion and a black column of smoke in the ocean. This was in our territorial waters, 13 kms west of the settlement of Nikol'skoe, which is located on Bering Island.

The engagement area between the Soviet fighters and the American aircraft is being determined. At the present, it cannot be determined whether the engagement took place in the Soviet Union's airspace or over neutral waters.

According to available information, it can be surmised that the Americans do not have information regarding the location or cause for loss of their aircraft.

This conclusion is corroborated by the following:

The American aircraft was obviously conducting a special mission and did not maintain radio communications with the ground. In addition, our radio-intelligence did not notice any type of transmission from the aircraft during its flight, upon encountering the Soviet fighters or after the engagement. It is also noteworthy that American searches for the aircraft were not in the region of the supposed point of impact
[TFR 38-56]

[handwritten "13"]

of the aircraft, but along the aircraft's flight route and especially intense - in a region 500-600 kms from the aircraft's supposed impact point.

While it can not be confirmed that radars on an American ship, which could have been located in that region, did not follow the flight of the American aircraft and the Soviet fighters; it should also be taken into account that American ships could not have visually observed the engagement with the Soviet fighters, as the flight of the aircraft took place above a dense cloud cover.

Considering the above, the MID USSR and Ministry of Defense consider it inadvisable to make any kind of statement at the

present time to the US Government as regards the flight on 18 Apr of this year of the American B-47 military aircraft near the Kuril Islands and Kamchatka Peninsula.

Moreover, the MID USSR and the Ministry of Defense are of the opinion that the Americans obviously do not consider it possible to raise this matter with us. Under these conditions, notifying the Americans would be premature and could damage us.

Request consideration.

V. Molotov G. Zhukov

22 Apr 55
No. 602/M

True copy: [illeg. signature]

Distr 4 copies.nt/vn
No. 364sm [TFR 38-57]

Special Folder
[handwritten "14"]

Top Secret
copy no. 1

TsK KPSS

[handwritten "see P 117/24op"]

In addition to the memorandum by Comrades V.M. Molotov and G.K. Zhukov dated 22 Apr 55 No. 602/M, I am reporting a telegram from Captain First Rank Razumnyj, Chief of Intelligence, Pacific Fleet, concerning the American searches for the B-47 type aircraft which was shot down by our fighters on 18 Apr of this year near the Kuril Islands.

[signature]
G. ZHUKOV

"28" Apr 55
[handwritten "Issue No. 102ss"]

[handwritten "In the archives of the Presidium of the TsK [illeg. signature] 3 May 55"] [TFR 38-58]

[handwritten "15"]
[handwritten "to Comrade Sokolovskij"]

SECOND DEPARTMENT MAIN HEADQUARTERS, NAVAL FORCES

Do Not Copy

TOP SECRET
(when filled in)

ENCIPHERED TELEGRAM NO. 1495,1496.

Copy No. 3

Copy No. 1 Comrade Sokolovskij Copy No. 4 Comrade Shalin
Copy No. 2 Comrade Malinin Copy No. 5 Comrade Shashenkov
Copy No. 3 Comrade Pavlovskij Copy No. 6

From VLADIVOSTOK Received 13 hours 05 minutes, 25 Apr 55

[written in left-hand column "For notes and resolutions"]

[stamp "Subject to return to the IV Sector of the General Office of the TsK KPSS
Issue 2728/she 3 May 55"]

[handwritten "10"]

By Cable

TO THE ACTING CHIEF OF INTELLIGENCE, VMS
Captain 1st Rank Comrade SHASHENKOV.

I am reporting supplementary and generalized information on the RB-47 aircraft. According to intercepted radiograms to the Commander of the 10th Air Rescue Group and the 5010th Air Base Wing, on 18 Apr an RB-47 aircraft of the 4th Aviation regiment, 26th Reconnaissance Wing disappeared. It was flying along the route Eielson-Unalaklit-Attu in an area 100 miles east of Hokkaido-Unalaklit-Eielson.

The last time the aircraft was noted was at 0810 hrs, 18 Apr in an area 100 miles southwest of Attu, after which contact was lost. All bases in the Aleutian islands were queried about the aircraft. Answers were negative.

A search for the RB-47 aircraft began on 19 Apr. The Commander of the Joint Search and Rescue Center (Elmendorf AFB) ordered the Commander of the 3rd Search and Rescue Region (Elmendorf AFB) to assign 4 SA-16s and one SC-54 for search and "not to raise unnecessary noise about it." A notice was transmitted to the Chief of Search and Rescue, Johnson AFB, requesting a search by forces of the 3rd Rescue Aviation Group. The commander of the 4th Search and Rescue Region (Adak) was responsible for conducting the search mission in the region of the Aleutian islands. The region was ordered to carry out a watch on emergency frequencies

(see next page)
[along left side of page "Subject to return in 6 days to the 8th Section of the Second Department Supreme Headquarters VMS"]
[TFR 38-59]

[handwritten "16"]

TOP SECRET
Copy No. 3

CONTINUATION OF ENCIPHERED TELEGRAM NO. 1495

and to plan a wide search using aircraft of the 3rd Region.

The search was conducted with the following number of aircraft: 19 April, four SB-29 26-240 miles east of the Kuril Islands to the 100th parallel, one "Neptune" in the region of Adak-Attu;

On 20 April, three "Neptunes" along the Aleutian Islands to a region 120 miles east of Cape Lopatka, three "Neptunes" in the eastern section of the Bering Sea, two "Neptunes" in the western section of the Bering Sea, and one RB-47 along the missing aircraft's flight route. In addition, on 20 April one B-36 was noted at Attu at an altitude of 5000 meters on a west-southwest course and one B-29 at an altitude of 3000 meters on a southwest course. Possibly these aircraft were en route to the search area. On 21 April, five "Neptunes" in the central section of the Bering Sea; 22 April, the Adak Region; 23 April, one "Neptune" noted at 08 hours 38 minutes 5515N 17040E and at 09 hours 40 minutes at 5325N 17210E eastern, and one "Neptune" in the region of the central section of the Bering Sea.

In addition to the aircraft, the icebreaker "Burton Island" and the tug "Takelma" participated in the search.

On 21 April, an unidentified official ordered the commander of the Neptune flights conducting the search "not to fly over the KOMANDORs."

On 22 April, five "Neptunes" flew from Adak to Kodiak, suggesting that the search had ended.

Conclusion: results from the analysis of the radio communications and the character of the search would suggest that the Americans do not know where, the reason, or the time the aircraft was lost.

CHIEF OF INTELLIGENCE TOF
Captain 1st Rank RAZUMNYJ

No. 3563, 25 April
Deciphered by Zyablintsev
1630 hrs 25 April

3 copies typed

Typed by Tajdakova Checked: [illeg. signature]
1730 hrs 27 April
No. 515
[handwritten on reverse, "Arkhiv Prezidenta RF, F. 3, op. 66, d. 393, l. 11-16"]

[TFR 38-60]

[handwritten "27 Jun 58"]

[handwritten "1st Section"]
[handwritten "4"]

THE CHIEF DIRECTORATE OF BORDER TROOPS OF THE KGB
ATTACHED TO THE COUNCIL OF MINISTERS OF THE USSR

DISTRIBUTION:
SECRET

Comrade I.A. SEROV Copy
No. 1

THE CHIEF OF THE GUPV
OF THE KGB ATTACHED TO
THE COUNCIL OF MINISTERS OF THE USSR

Lieutenant-General [signature] SPECIAL REPORT

(ZYRYANOV)
"28" Jun 58
[initials]

A border detail from Outpost No. 12 of the 40th Border Detachment, Armenian Okrug, spotted an aircraft approaching the border from Turkey at an altitude of 4500 meters at 1825 hrs on 27 June 58. The aircraft violated the State border of the USSR in the Lake Ada-Ehri area (sector of Outpost No. 3, 125th Border Detachment, Armenian Okrug) at 1830 hrs, and at an altitude of about 2000m, continued its flight on the route: Artashat, Beyuk-Vedi, Sevan Island, Agdam. Posts of the radio-technical forces were notified by the compartmented system "Vozdukh" [air] in a timely manner.

Two Air Force fighters were scrambled and forced the four-engine "Douglas-118" American military transport aircraft to land at 1857 hrs in the Agdam area. The crew, consisting of four American servicemen, bailed out of the burning plane.

Five parachutists, who jumped prior to the plane's landing, were arrested in the Agdam area by 2100 hrs on 28 June.
All of the detainees were taken to Kirovabad in the Azerbajdzhan

SSR. They were US military personnel: Colonel BRENEN BRAZH, aircraft commander, Major LAJZ, Major KRENTS, Major SHUL'TS, Captain KEJN, Lieutenant LYURER, Sergeant OL'MEN, Sergeant RIMER, Sergeant SEJPO.

Based on the crew's initial testimony, the aircraft was flying on the route: Nicosia (Cyprus), Teheran, Karachi. However, it strayed from its course and violated the State border of the USSR.
[handwritten "04091"] [TFR 38-61]

[handwritten "5"]

2.

According to their testimony, only the aforementioned crew was on the aircraft. Search groups, in conjunction with organs of the KGB, are conducting an inspection of the areas along the aircraft's flight route and of the landing area.

All of the Armenian Okrug Border Detachments - the 41st, 127th, 42nd, and 43rd - were transferred to augment the border defense.

ATTACHMENT: A sketch map for the addressee only.

CHIEF OF STAFF, GUPV OF THE KGB
ATTACHED TO THE COUNCIL OF MINISTERS OF THE USSR
Lieutenant-General

[signature]

(BANNYKH)

[handwritten "TsAPV, F. 14, op. 5, [cs?] 5676, l. 4,5."]
[TFR 38-62]

[illeg. handwriting]
[handwritten "P218/XI, 21 May 59"] [handwritten "OSA 24"]
Secret. Copy No. 10
[illeg. handwriting]

[stamp "[illeg.] of the USSR
SECRET
THE COUNTRIES OF

AMERICA SECTION
Entry No. 1125
18 May 59"]

TsK KPSS

American Ambassador Thompson delivered a memorandum to Comrade N.S. Khrushchev on 4 May of this year. It expresses the US President's anxiety over the fate of the 11 American fliers who were supposedly on an American C-130 that violated the State border of the USSR and crashed near the city of Erevan on 2 Sep 58. The possibility that the Americans will publish their memorandum cannot be excluded.

The MID of the USSR considers it expedient to deliver our memorandum on this matter, which could be published if necessary, to US Charge d'Affaires ad interim Davis. The answer that Comrade N.S. Khrushchev gave to US Ambassador Thompson should be stated in our note.

A draft of the resolution is attached.

Please review.

Original signed
V. KUZNETSOV

15 May 59
No. 1200/GS

True copy: [signature "Semenov[?]"]

additional copies
6- ns
mb-2152/gs
16 May 59 [TFR 38-63]

[handwritten "D 420 USA"]

[handwritten "OSA 36"]
Secret. Copy No. 11
[illeg. handwriting]

[stamp "MFA of the USSR
SECRET
THE COUNTRIES OF
AMERICA SECTION
Entry No. 1930

18 Aug 59"]

TsK KPSS

US Vice-President Richard Nixon sent Comrade N.S. Khrushchev a letter on 1 August of this year. A request was made in it to provide information on the fate of the 11 Americans who supposedly were on board the USAF plane which crashed near Erevan on 2 Sep 58. In his letter, Mr. Nixon raises the issue of the fate of the 11 crew members of this aircraft as a "serious impediment to improving" relations between the USSR and the USA.

In accordance with its instructions, the USSR MID is presenting Comrade N.S. Khrushchev's draft answer to Nixon's letter mentioned above.

The draft decree is attached.

Please review.

Original signed A. GROMYKO

17 Aug 59
No. [illeg.]/GS

True copy: [signature]

[handwritten "File copy
[illeg. signature]
9 Dec 59"]

additional copies
6th NS
mb-3736/gs [TFR 38-64]

[handwritten "2 Sep 58"]

CHIEF DIRECTORATE OF BORDER TROOPS OF THE KGB
ATTACHED TO THE COUNCIL OF MINISTERS OF THE USSR

[handwritten "To file No. 26.
Illeg signature, 13 Sep."]

Distribution:

Secret
Copy No. 2

to Comrade P.I. IVASHUTIN
Original signed

THE HEAD OF THE GUPV OF THE KGB
ATTACHED TO THE COUNCIL OF MINISTERS OF THE USSR
Lieutenant-General

(P. ZYRYANOV)

"3" Sep 58

SPECIAL REPORT

Based on a report by the Chief of Border Troops of the Armenian Okrug, an American C-130 "Hercules" transport plane was detected violating the Soviet State border inbound from Turkey on 2 Sep 58 at 1508 hrs, flying a course of 1400 at an altitude of 10,000 meters. It was detected by border details of the 21st and 22nd Outposts of the 39th Border Detachment (City of Leninakan).

The border outposts quickly reported the violation to the VNOS radar post in Leninakan via the compartmented system "Vozdukh."

When the border violation was confirmed by radar at the VNOS post, two jet fighters from the Erevan Airfield were scrambled. They were piloted by Senior Lieutenants LAPOTKOV and GAVRILOV. Having approached the intruder, they ordered it to follow them back to the airfield. Not receiving a response, they opened fire on the enemy plane. As a result, the plane caught on fire at an altitude of 5000m and crashed 10 kms southeast of the village of Verkhnij Talin (35 kilometers from the border).

An inspection of the area revealed parts of the burning aircraft, the remains of 5 human bodies, and documents. One of the documents contained a special secret order in which
[TFR 38-65]

[handwritten "8"]
2.

the crew, which consisted of 5 people (Captains EDVARD DZHO-DZHEROS, RUDE DZH-SVIESTRA, Lieutenants DZHON IRSIMSON, VILLARD MANUEHL' REKARDO and Senior Sergeant LEROU PRAJSS), was ordered to fly from Rhein-Main to Turkey to complete a special mission during the period from 1-10 Sep of this year.

Identification cards were found for Captain RUDE and Lieutenant VILLARD. All crew documents were given to the KGB attached to the Council of Ministers of the Armenian SSR. Their contents are being verified.

The Okrug command moved units of the 39th Border Detachment and the 12th Outpost of the 40th Border Detachment to strengthen border defense. A border search was conducted in conjunction with organs of the KGB. The search was conducted along the American aircraft's flight route to try to find any possible parachutists or objects thrown out of the aircraft.

The Border Details observed the following:

On 2 Sep 58 at 1525 hrs, after the American plane was met by our fighters, two soldiers took a light machine gun out of a building at the Turkish Post KYZYL (across from where sectors 23 and 24 of the 39th Border Detachment meet) and fired two shots in the direction of our planes.

At 1700 hrs, five soldiers from this post approached to within 50m of the border and fired one rifle shot in the direction of the 24th Outpost's border detail, which consisted of Privates KUZ'MIN and DMITRIEV. These facts are being verified and then a protest will be declared to the Turkish Border Commissar.

The American aircraft's violation of the border is being investigated by a commission chaired by Major-General BADAMYANTSA.

The remnants of the aircraft and the bodies of the crew are being held by border details commanded by officers.

Attachment: Sketch map

Original signed
THE CHIEF OF STAFF OF THE GUPV KGB
ATTACHED TO THE COUNCIL OF MINISTERS OF THE USSR
Lieutenant-General
[BANNYKH]
[handwritten archival citation "TsAPV, f. 14, op. 5, d. 5676, l. 7,8"] [illeg. handwriting]
[TFR 38-66]

[This entire page is handwritten except where noted.]

Okrug No. 792 reported on 4 Sep 58 that during a thorough search of the plane wreckage, the following was found: two more charred bodies, a medallion with the inscription Dunkan, Paul' E., No. AO-961, and a burnt "Colt" pistol. A government

commission chaired by Major-General Tsetrik has taken over the investigation of the border violation and the guarding of the aircraft wreckage, the bodies and other material evidence. The documents that were removed were passed on to this commission by the KGB.

Colonel [signature] Lykov

1st Copy to Comrade Ivashutin
Reported on 3 Sep 58
Colonel [signature] Lykov

[stamp "1st Copy Act No. 26
destroyed on 13 Sep 58
Chief Clerk [Initials]"]

[Distribution notes are typed.]
2 Copies
1st - to addressee
2nd - 1st Department of GUPV 11/1/012329
originator Lykov
typed by Yakovleva
3 Sep 58
mb 8616

[handwritten "TsAPV, f. 14, op. 5, d. 5616, l. 8 oot"]
[TFR 38-67]

[handwritten "osa"]
[handwritten "74"]
[handwritten "No. 14][handwritten "85"]

[stamp "SECRET
AMERICAN COUNTRIES
SECTION
Entry No. 1977
16 Sep 58"]

Secret. Copy No. 9

TsK KPSS

On 12 Sep of this year, the MID of the USSR passed a demarche to the US Embassy with regard to the American plane that crashed 55 kms northwest of the city of Erevan.

In reply, the US Embassy sent a demarche on 13 Sep, in which an attempt was made to portray the incident as if Soviet fighters intercepted the American plane on the Turkish-Soviet border near Kars. A request was also made for information concerning the 17 crew members and for permission for an Embassy representative,

accompanied by technical experts, to investigate the crash site, identify the bodies, and make arrangements for the transfer of the remains of the crew members to the proper American authorities. This reply takes an obviously provocative tone.

The MID of the USSR, the Ministry of Defense, and the KGB of the Council of Ministers of the USSR prepared a draft reply to the American demarche. Our reply strongly rejects the fabrications in the Embassy's demarche. The American's request to land at the crash site was ignored in our reply. Bear in mind that the area where the plane went down is considered a border region where foreigners are not allowed and access by Americans would be nonproductive.

As regards the Embassy's request for a transfer of the remains of the crew to the American side, the request is confirmed. The transfering of the bodies has been entrusted to the KGB.
The draft is attached.
Please consider.

Original signed V. KUZNITSOV
Original signed I. KONEV
Original signed R. KRUSHUTIN

Sep 58
No. 2441/gs
[handwritten "True Copy: N. Fedorov"]
[TFR 38-68]

[handwritten "2 Sep 58"][handwritten "85"] [handwritten "75"]

Secret. Copy 9
Draft

RESOLUTION OF THE TsK KPSS

The reply to the US Embassy's demarche of 13 Sep concerning the American military aircraft that crashed near the city of Erevan.

1. This is to confirm the draft of the reply constructed by the MID of the USSR, the Ministry of Defense, and the KGB attached to the Council of Ministers of the USSR. The demarche is to be passed to the US Embassy in Moscow.

The text of the demarche is to be printed in the Soviet press with a short account of the American demarche of 13 Sep.

2. The KGB of the Council of Ministers of the USSR and the

Ministry of Defense have been instructed to conduct the necessary preparations to transfer to the Americans the remains of the six crew members of the American aircraft that crashed near the city of Erevan.

[The remainder of this page is handwritten.]

P151/14 XIV 18/9

N 2441/gs
15 Sep 58
To 1977-osa [TFR 38-69]

[handwritten "87"][illeg. handwriting]
[handwritten "76"]

Attachment
Draft

In response to the US Embassy's demarche No. 270 dated 13 Sep 58, the MID USSR feels that it is necessary to reaffirm its demarche dated 12 Sep about the USAF plane which intentionally crossed the USSR State border and went down 55 kilometers to the northwest of Erevan.

The Ministry's demarche reported that this aircraft crashed and burned, and the remains of bodies were found at the crash site. It was determined from the remains that six crew members perished. The Soviet side does not possess any other information about the crew members.

The assertion made in the US Embassy's demarche purports that Soviet fighters intercepted this aircraft near the Soviet-Turkish border around Kars. The Soviet Government strongly rejects this assertion as groundless and provocative in nature.

Such an unworthy attempt to lay the blame for the loss of the American aircraft and its crew on the Soviet side has, apparently, been made in order to justify the very obvious fact that this aircraft intentionally crossed the national border of the USSR.

The Soviet Government has repeatedly stated that the US Government is fully responsible for the consequences of US aircraft illegally crossing the Soviet national border. There is one thing that the US Government must do. It must once and for all prohibit its air force from illegally crossing the State border of the Soviet Union. It is precisely these types of measures which the Soviet Government expects from the US

Government.

As far as the Embassy's request to transfer the remains of the six crew members of the burned aircraft, the appropriate Soviet authorities are ready to transfer them to a representative of the American Government.

[handwritten "2441/gs"]

[TFR 38-70]

[handwritten "108"] [handwritten "109/OSA]
[handwritten "Reference copy"] Secret. Copy No. 9
[handwritten "420"]
[handwritten "AS"]
[handwritten "9 Dec"] [stamp "MID USSR
SECRET
COUNTRIES of AMERICA
DEPARTMENT
Entry No. 2596
7 Dec 58"]

TsK KPSS

Comrade Menshikov, the USSR Ambassador to the US, reported that he was invited to the State Department by Deputy Assistant Secretary of State Murphy, who gave him an oral presentation about the American aircraft which violated the USSR border near Erevan on 2 Sep of this year (Telegram No. 2196 from Washington).

During his presentation, Murphy asserted that the aircraft which crossed into Soviet air space was supposedly following a Soviet radar beacon and was downed by Soviet fighters. "Eyewitnesses" supposedly saw parachutists jump from the plane.

Murphy also said that since the remains of only six crew members of the aircraft have been sent to the Americans, and there were 17 people on board, there should still be 11 individuals on Soviet territory, some of which are possibly still alive.

Murphy further announced that the 19 and 20 Sep issues of the newspaper "Sovetskaya Aviatsiya" [Soviet Aviation] published articles written by Major A. Voshchkov entitled, "Vysokoe Masterstvo," [Advanced Skill] which, in Murphy's opinion, confirm the fact that the American aircraft was downed by Soviet fighters. Murphy announced that the Americans allegedly have a taped recording of the conversation between the Soviet fighter pilots and the ground [controllers].

Comrade Menshikov declined to discuss the issue raised by

Murphy and announced that as concerns the American aircraft which violated the USSR border near Erevan on 8 Sep, the appropriate answer was already given by the Soviet side in Moscow. He categorically denied Murphy's assertions that the Soviet pilots shot down this American aircraft, refused to listen to the taped recording fabricated by the Americans, and rejected the Americans' conjectures relating to the article in the newspaper "Sovetskaya Aviatsiya." [TFR 38-70a]

It is completely obvious that the American side is using various fabrications to draw us into a new discussion of this issue in order to rid themselves of the guilt for the American aircraft that violated the USSR border and also to lay the blame on the Soviet side. [TFR 38-71]

[handwritten "110"]

[handwritten "107"]

The position of the Soviet Government on this issue has already been detailed in three demarches sent to the US Embassy and published in the Soviet press. Therefore, the MID USSR believes it would not be expedient to enter into a discussion of this issue with the Americans at the present time and will limit itself to the reply which was given by Comrade Menshikov in his discussion with Murphy. If the Americans should mention this matter, they should be told that the demarche sent by the Soviet side on this issue as well as the reply to Murphy's announcement by Ambassador Menshikov on 14 Nov completely settled the matter, and the Soviet side has nothing further to report.

Please review.

Original signed
A. Gromyko

"6" Dec 58
No. 3169/GS

True copy: [signature]

G-checked GI/ach
No. [Illeg]/osa
28 Nov 58

[TFR 38-72]

[handwritten "38"]

[handwritten "entry No. 193 osa"]

DRAFT

Dear Mr. Nixon,

I have familiarized myself with your letter of 1 Aug 59 in which you again raise the issue of the USAF aircraft which crashed on 2 Sep 58, 55 kilometers to the northwest of Erevan.

I will tell you candidly that the fact that you have raised this issue after the Soviet Government has done all it possibly could to clarify the circumstances of this crash and has fully informed the American side of the findings of its inquiries causes, at the very minimum, perplexity on our part. We cannot view this as anything but an attempt to artificially create barriers toward improving US-Soviet relations.

The Government of the United States has already been informed that on 2 Sep 58 no Soviet fighter downed an American aircraft and that on that day a US military aircraft crashed near Erevan. Bodily remains were discovered at the site. After an examination of the remains, which were sent to the American side on 24 Sep 58, it was possible to conclude that 6 crew members perished. No other American aviators from the aircraft were found in the Soviet Union, and therefore, we do not have them.

I understand the feelings of the relatives of those who perished when the plane crashed. However, it is completely obvious that those who are in charge of flights of such American aircraft are responsible to the American public and to the relatives of those who perished.

I would like to point out to you, Mr. Vice President, that such issues would never come up in the relations between our two countries if US military aircraft did not fly so close to the Soviet border and if they did not cross the border for purposes which are incompatible with improving Soviet-American relations. Moreover, such flights of American aircraft and their illegal crossings of the Soviet border are still taking place.

To Richard NIXON
Vice President USA [TFR 38-73]

[handwritten "18"]

[handwritten "39"]

In particular, our country recorded these flights into the eastern sector virtually on the eve of your visit to the Soviet Union.

I inform you of this with the hope that the American side will curtail such activities. Such curtailment would indubitably make a very important contribution towards developing and improving relations between our countries. In other words, curtailing such activities will be conducive to achieving the noble goals of "ending the cold war" and reinforcing peace. We both have devoted many hours to such discussions during your stay in our country.

With sincere respect,

N. Khrushchev

No. 2062/GS [TFR 38-74]

[handwritten "10.60"]

[handwritten "166"]

CERTIFICATE

on the transfer of the body of Captain PALM Uillard Dzhordzh [George Willard Palm], US Air Force.

This certificate was compiled as witness to the fact, that on 25 Jun 60, in Moscow, representatives of the Soviet side: from the Ministry of Defense USSR - Colonel P.A. GRECHISHKIN and Lieutenant-Colonel V.I. NOSOV and from the Ministry of Foreign Affairs USSR - A.G. ABRAMOV transferred,

and representatives of the American side: Assistant Air Force Attache attached to the US Embassy in the USSR - Major J.P. MAKKEHNN and Captain D.K. MARTIN and the Second Secretary to the US Embassy in the USSR - R.E. SNYDER accepted:

1. The body of US Air Force Captain PALM Willard George, dressed in an American military pilot's uniform - grey flight suit and black leather boots, in a soldered zinc coffin.

2. A certificate of the forensic medical investigation of the corpse of Captain W.G. PALM from 4 Jul 60, on 10 sheets, signed by the forensic medical experts B.D. LEVCHENKOV, V.I. ALISIEVICH and G.P. PEGOV.

3. An identification card in the name of Captain PALM

Willard George, ID number AO 2087476, which was issued by the US Department of the Air Force 5 Feb 55 and numbered 1417806, with a photograph, a description of PALM's appearance and finger prints.

ID card form No. 528 in the name of US Air Force Captain PALM Willard George, born 1921, ID No. AO 2087476, issued by the US Department of Defense.

In accordance with the wishes of the US representatives, the coffin with the body of Captain W.G. PALM was not opened and was transferred in a soldered condition.
[TFR 38-75]

[handwritten "167"]

2.

During the transfer, the American representatives lodged no claims regarding the transfer of the body of CPT PALM Willard George and the documents.

This certificate was compiled in two copies, in Russian and English, in Moscow on 25 Jul 60.

Original Signed
REPRESENTATIVES
OF THE SOVIET PARTY
[TFR 38-76]

Original Signed
REPRESENTATIVES
OF THE AMERICAN PARTY

[handwritten "1 Jul 60"]

[handwritten "89"]

Copy
No. 147/12

Not subject to publication

RESOLUTION
OF THE PRESIDIUM OF THE SUPREME SOVIET OF THE USSR

On the release
of American fliers D.R. Makkoun and F.B. Olmsted
from criminal proceedings

On 1 Jul 60, American military pilots Makkoun Dzhon Richard and Olmsted Frimen Brus violated the State border of the USSR in an RB-47 aircraft to perform reconnaissance. They were arrested and criminal proceedings were initiated.

Having considered the petition of the Government of the USSR and having been guided by desires to improve relations between the Union of Soviet Socialist Republics and the United States of America, the Presidium of the Supreme Soviet of the USSR RESOLVES: to release MAKKOUN Dzhon Richard and OLMSTED Frimen Brus from criminal proceedings and transfer them to the American authorities.

CHAIRMAN OF THE PRESIDIUM
OF THE SUPREME SOVIET USSR L.BREZHNEV

SECRETARY OF THE PRESIDIUM
OF THE SUPREME SOVIET USSR M.GEORGADZE

Moscow, Kremlin
24 Jan 61 [TFR 38-77]

[handwritten "90"]
[handwritten "91"]

CERTIFICATE

We, the undersigned representatives of the MID USSR, party of the first part, and representatives of the US Embassy in the USSR, party of the second part, compiled this certificate to certifiy that the representatives of the MID USSR transferred, and the representatives of the US Embassy accepted, OLMSTED Frimen Brus and MAKKOUN Dzhon Richard, crew members of the US Air Force RB-47 aircraft, who were freed according to the Resolution of the Presidium of the Supreme Soviet USSR dated 24 Jan 61.

REPRESENTATIVES
MID USSR

REPRESENTATIVES
US EMBASSY IN THE USSR

[Entire column written in English]

Deputy Chief
Department of the Countries of America

[signature]
(L.ZAMYATIN)

Minister-Counselor
Embassy of the United States of America

[signature]
(Edward L. Freers)

Deputy Chief
Legal Review Department

[signature]
(G.VILKOV)

Air Attache
Embassy of the United States
America

[signature]
(Col. Melvin J. Nielsen, USAF)

Moscow, 25 Jan 61

[Circular stamp -
US Embassy Moscow]

[TFR 38-78]

[handwritten "91"]
[handwritten "92"]

RESOLUTION

on the closing of the case

Moscow, "28" Jan 61.

Having reviewed the materials of criminal case No. 45 concerning the accused MAKKOUN Dzhon Richard, born 1932, native of Kansas City, Missouri, America, US citizen, 1LT US Air Force, navigator, and OLMSTED Frimen Brus, born 1935, native of Elmira, New York, US citizen, 1LT US Air Force, copilot, - The Chief Investigator of the Investigation Department of the KGB attached to the Council of Ministers USSR [Area whited out, probably a name]

FOUND:

J.R. MAKKOUN and F.B. OLMSTED intruded into the air space of the Soviet Union, on 1 Jul 60, in a USAF RB-47 military-reconnaissance aircraft. The RB-47 was shot down by a Soviet fighter. Having parachuted to safety, MAKKOUN and OLMSTED were arrested and criminal proceedings were instituted under Article 2 of the Law of the USSR "Criminal culpability for crimes against the State."

The investigation of the case established that MAKKOUN and OLMSTED flew in a RB-47 over a border area of the USSR on 1 Jul 60. They violated the Soviet State border, 22 kms north of Cape Svyatoj Nos, intending to collect military reconnaissance information about radar installations and other military objectives of the Soviet Union.

The RB-47 was equipped with special radio-electronic

reconnaissance equipment and armed with two cannons.

In the course of the investigation it was also established that MAKKOUN made a series of flights in an RB-47 aircraft over border areas of the Soviet Black Sea and Baltic Sea coasts in 1959.

[TFR 38-79]

[handwritten "92"]

2.

His intent was to collect information on strategic military objectives of the Soviet Union.

Having been guided by desires to improve relations between the Soviet Union and the United States of America, the Presidium of the Supreme Soviet USSR, on 24 Jan 61, adopted the resolution regarding the release from criminal culpability of D.R. MAKKOUN and F.B. OLMSTED and their transfer to American authorities.

On the basis of the aforementioned and guided by Article 5 paragraph 4 UPK RSFSR, -

IT IS RESOLVED:

To close the criminal case against MAKKOUN Dzhon Richard and OLMSTED Frimen Bruce.

CHIEF INVESTIGATOR, INVESTIGATION DEPARTMENT, KGB
ATTACHED TO THE SM USSR CPT
[signature "A. Yur'evich"]

"AGREED"
CHIEF OF THE 2ND SECTION OF THE INVESTIGATION
DEPARTMENT KGB ATTACHED TO SM USSR
COL
[illeg. signature]

CHIEF OF THE INVESTIGATION DEPARTMENT KGB
ATTACHED TO THE COUNCIL OF MINISTERS USSR
Major-General (Legal)
[illeg. signature]

[TFR 38-80]

[This page has illegible handwritten instructions to Kal'ts[?] from Vasilevskij dated 20 Nov 51.]

[handwritten "93"]

No. 1289715

TO THE MILITARY MINISTER OF THE USSR

20 Nov 51

Marshal of the Soviet Union Comrade A.M. VASILEVSKIJ

At 1814 hrs on 19 Nov 51, the main VNOS post of HUNGARY reported to the Acting Commander of the 59th Aviation Army, Major-General (Aviation) KOTEL'NIKOV, that a dual-engine plane crossed the border from Rumania near KIZHINY-KRISH. The aircraft was then noted by VNOS posts as flying the following route: UJKID'ESH, SENTESH, CHONGRAD. The aircraft was picked up by radar of the 59th Aviation Army at KECHKEM'T.

Major-General (Aviation) KOTEL'NIKOV decided to send up a MiG-15bis at 1922 hrs. It was piloted by Senior LT KALUGIN, a Flight Commander in the 5th Guards Fighter Aviation Regiment of the 195th Fighter Aviation Division.

Senior Lieutenant KALUGIN intercepted the intruding aircraft at 1930 hrs, near VESPREM.

The intruder was escorted to and landed at PAPA Airfield at 1955 hrs.

It was established after landing that the plane and its crew were American. The crew consisted of two officers, Captains, a flight engineer Sergeant and a radio operator Private. The crew commander was Captain KHANDERSON, born 1919.

The following was found on the aircraft: eleven 1:10 kilometer maps of areas of West Germany, ITALY, AUSTRIA, YUGOSLAVIA, HUNGARY, CZECHOSLOVAKIA, and one 1:50 kilometer map of the Soviet Union up to the URALS.

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[stamp "Entry No. 8913ss

26 Nov 51

-3 pages

[handwritten "24"]

In addition, six parachutes, two tool cases, and two packages of blankets were discovered.

All of the aircraft's navigation instruments are in working order.

There were about 200 liters of fuel remaining in the tanks.

According to information from the VNOS OMA service the intruder violated the Rumanian border with YUGOSLAVIA near DZHEBEL at 1723 hrs. From there its route was to RESHINA, SIBIU, ABRUD, and then across the Hungarian border 30 kms southwest of BEKESH.

Questioning of the detained crew revealed that they are from the 85th Base Supply Group.

The crew received a mission from the Commander of the 12th Air Army at EHRDING Airfield, located 30 kms to the northeast of Munich, to deliver a load to BELGRADE.

The established flight route was MUNICH, BOL'TSANO, VENETSIYA, YDIBE, LYUBLYANA, ZAGREB, BELGRADE.

During the mission, the crew lost orientation near ZAGREB. The crew allegedly could not regain orientation.

The crew confirms that while landing at PAPA Airfield the radio operator called the FRANKFURT Station with the following message: "We are being forced to land."

The aircraft is under guard and the crew is isolated.

CONCLUSIONS:

1. The correspondence in data reported on the intruder by the VNOS OMA and the VNOS of HUNGARY gives reason to believe that the American plane, having completed its mission in RUMANIA, was

returning to its home base through HUNGARY.
[TFR 38-82]

2. Based on the crew's testimony the plane was to take a load to BELGRADE, but the plane did not make a stop in BELGRADE. During an inspection of the aircraft no cargo was found, except for two tool boxes and two packages of blankets. It follows that the crew's testimonies should be considered false.

3. The purpose of the American aircraft's flight over RUMANIA and HUNGARY needs to be investigated further.

ATTACHMENT: A one page chart, only for the addressee.

Original signed
LIEUTENANT-GENERAL

BATITSKIJ

[stamp illegible] [illeg. signature]

[handwritten on reverse "F. 187, op. 173015, d. 5, l. 23,24,25"]
[TFR 38-83]
[handwritten "10.60"]
nv.3 TOP SECRET
Copy

Copy No. 3
[handwritten "76"]
Especially urgent

17 Oct 60 To Comrade N.S. Khrushchev
[handwritten "2703-i"]

I am reporting that on 14 Oct of this year, while fishing, trawlers of the Murmansk Economic Council raised parts of an aircraft. They were located at coordinates 690 12' north latitude, 400 11' east longitude; 690 15' north latitude, 400 20' east longitude; 690 05' north latitude, 400 26' east longitude, at a depth of 60-140 meters 60-70 miles north of the Cape Svyatoj Nos (35-40 miles from territorial waters). The following was found:

A wingtip 12 meters long with US Air Force markings, wreckage of the tail unit 1 meter long, an ejection seat, a metal frame and plastic with stenciling (presumably from a camera), a small

turbine with a radiator, a damaged conduit and many small pieces of aviation equipment. Many of the pieces found have factory markings.

In addition, a human skeleton in a flight suit with a parachute was raised. Upon examination of the clothing, documents were discovered in the name of the USAF flier POZA Evgenij Ehrnest [POZA, Eugene E.], born 1922: ID No. AO 2088613 with a photograph, fingerprint and a description of distinctive marks; identification card and instructions (probably about the use of the parachute).

On 17 Oct the remains of the pilot and the parts of the plane that were recovered will be delivered to Severomorsk.

Measures are being taken toward furthering the search for the remainder of the plane.

CHAIRMAN OF THE COMMITTEE FOR STATE SECURITY
[initials] (A. SHELEKIN)

True copy: [illeg. signature]

[illeg. handwriting]
[TFR 38-84]

[entire page handwritten]

From Polyashov, captain of the RT-194 [fishing trawler] Yalta

[Eyewitness] Report

While fishing on 13 Oct 61, we raised the trawl from the depth of 130 meters and brought it aboard at 1045 hrs. In the stern wing of the trawl we discovered a parachute of foreign manufacture. In the parachute shroud we found a human leg (a foot and part of the shin) with one shoe and a dark blue wool sock. Since the leg was decomposed, we threw the leg and the sock into the sea. We also discovered items of unknown purpose: Small canisters, a jacket, a metal box without a lid, and a bag containing documents.
The trawl was raised in quadrant No. 946 690 12' N, 400 04' E. We were headed on a compass course of 3100 (+ 170) with the trawl and covered a distance of eight miles. There was a foreign trawler about one mile ahead of us following the same course.

25 Oct 61 [signature "Polyashov"]

[TFR 38-85]

[handwritten "204"]

[handwritten "16 Aug 63"] Copy:
[handwritten "13-a"] Secret
Copy No. 2

To Colonel-General Comrade P.I. IVASHYTIN

An American military aircraft crashed into the Atlantic Ocean on 16 Aug 63 at coordinates: 410 03' N 680 35' W. The pilot, KH'YU M. LAVELLI ejected into the ocean and was rescued by crew members of the tender "Iokxannes Vares" of the Tallin base of the ocean fishing fleet.

[It appears that the remainder of the text on this page has been whited out]

S. BANNIKOV

16 Oct 63
No. 2800/B

[This section also whited out.]
[TFR 38-86]

[handwritten "195"]
Received by mail Translation from the English

17 Jul 56 THE FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

No. 42

The Embassy of the United States of America presents its compliments to the Ministry of Foreign Affairs of the Union of Soviet Socialist Republics and has the honor to refer to the question of the detention of United States military personnel in the Soviet Union. The United States Government has for some time received from persons of various nationalities, freed from Soviet Government imprisonment during the last several years, reports that they have conversed with, seen or heard reports concerning United States military aviation personnel, belonging either to the United States Air Force or to the United States Navy Air Arm, in actual detention in the Soviet Union. The United States Government has sought in all such cases to obtain, if possible, precise identification of American nationals detained by the Soviet Government, although it notes by international law and

international practice the Soviet Government is obliged to inform the United States Government first of any American nationals which the Soviet Government holds in custody or to permit such nationals to communicate with the proper United States authorities.

The reports concerning such personnel have now become so persistent, detailed and credible that, although the United States Government is not able to identify by name these American nationals now detained by the Soviet Government, it requests the Soviet Government to inform the United States Government in detail concerning each American military person

who has been detained in the Soviet Union at any time since January 1, 1949 about whom the United States Government has not heretofore been informed by the Soviet Government, giving in each case the name of the person and the circumstances underlying his detention.

Specifically, the United States Government is informed and is compelled to believe that the Soviet Government has had and continues to have under detention the following:

1. One or more members of the crew of a United States Navy Privateer-type aircraft which went down in the Baltic Sea area on April 8, 1950. The United States Government has since that time received reports that various members of the crew of this aircraft were and are being detained in Soviet detention areas in the Far Eastern area of the Soviet Union. In particular, it is informed and believes that in 1950 and in October, 1953 at least one American military aviation person, believed to be a member of the crew of this United States Navy Privateer, was held at Camp No. 20 allegedly near Taishet and at Collective Farm No. 25 approximately 54 kilometers from Taishet. This American national was said to be serving a sentence for alleged espionage and was described as having suffered burns to the face and legs in the crash of his aircraft and using crutches or a cane.

Reports have been received from former prisoners of the Soviet Government at Vorkuta that in September 1950 as many as eight American nationals, believed to be members of the crew of the United States Navy Privateer to which reference is made, were seen in the area of Vorkuta. And specifically, one person who was interned at Vorkuta in September 1950 stated that he was serving a twenty-five year sentence for espionage

and was a crew member of a downed United States aircraft.

For the information of the Soviet Government, the crew of the United States Navy Privateer when it departed for its flight over the high seas of the Baltic consisted of the following United States Navy personnel, all nationals of the United States:

Name	Rank	Serial Number
Fette, John H.	LT	320676 USNR
Seeschaf, Howard W.	LT	264095 USN
Reynolds, Robert D.	LT JG	368573 USN
Burgess, Tommy L.	ENS	506762 USN
Danens Jr., Joe H	AD1	3685438 USN
Thomas, Jack W.	AD1	2242750 USN
Beckman, Frank L.	AT1	2799076 USN
Purcell, Edward J.	CT3	2540438 USN
Rinniar Jr. Joseph Norris	AT3	2542600 USN
Bourasa, Joseph Jay	AL3	9539864 USN

2. One or more members of the crew of a United States Air Force B-29 which went down on 13 June 1952, either over the Sea of Japan or near the Kamchatka area of the Soviet Union and an officer, believed by the United States Government to have been a member of this crew, were observed in October 1953 in a Soviet hospital north of Magadan, near the crossing of the Kolyma River between Elgen and Debin, at a place called Narionburg. This officer stated that he had been convicted, wrongfully, under Paragraph 6 of Article 58 of the Soviet Penal Code.

For the information of the Soviet Government, the United States Air Force personnel on board the B-29 which has been missing since June 13, 1952 were as follows:
[TFR 38-89]

Name	Rank	Serial Number

Busch, Samuel N.	MAJ	AO 733811
Scully, James A.	1LT	AO 693414
Service, Samuel D.	1LT	AO 752509
McDonnel, Robert J.	1LT	AO 2222264
Homer, William B.	MSG	AF 7025704
Moore, David L.	MSG	AF 15229915
Blizzard, William A.	SSG	AF 19244175
Monserrat, Miguel W.	SSG	AF 13164064
Berg, Eddie R.	SSG	AF 17281746
Bonura, Leon F.	SSG	AF 18359162
Becker, Roscoe G.	SSG	AF 19391813
Pillsbury, Danny H.	A1C	AF 18245964

3. While the foregoing specific cases involve the crew members of two aircraft, it may well be that the Soviet Government has in its custody members of the crews of other United States aircraft, particularly crew members of aircraft engaged in military action in Korea since 1950 on the side of the United Nations Command.

The United States Government desires that the Soviet Government conduct its inquiry on the foregoing subject as thoroughly as possible, and that it keep this Embassy informed of its progress as soon as possible.

AMERICAN EMBASSY
Moscow, 16 Jul 56

Translated by [signature] G. Tsygehnkij

[handwritten on reverse, "Arkhiv Prezidenta RF, f. 3, op. 58, d. 511, l. 195-198"]